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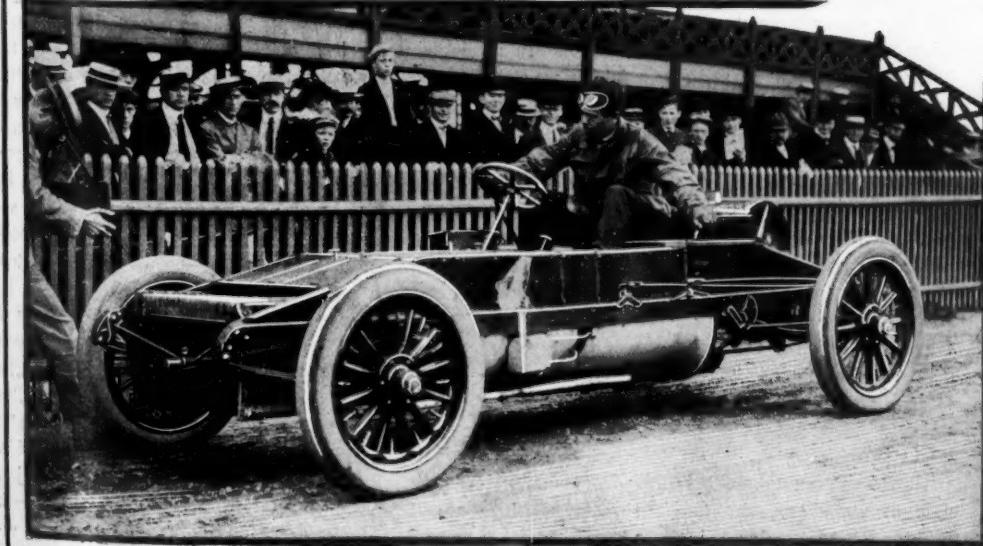
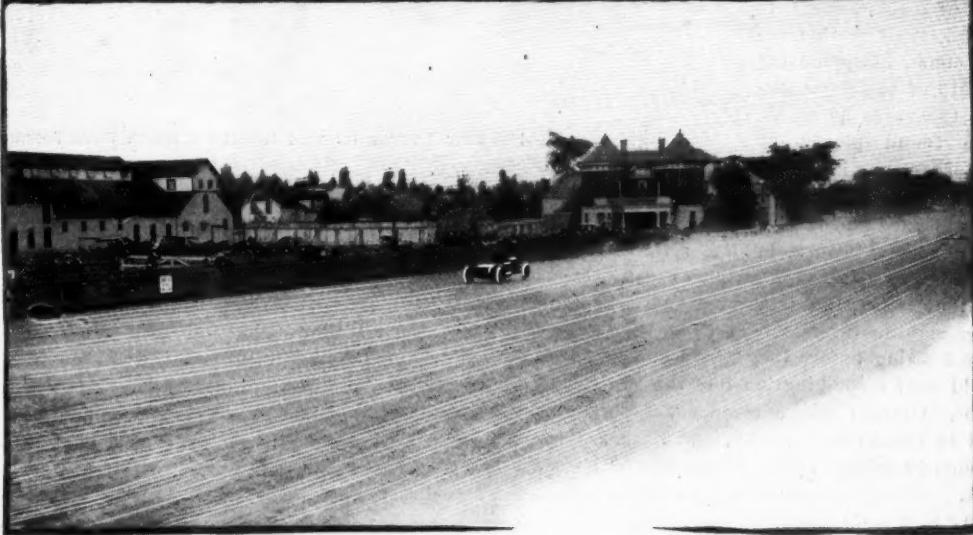
BULLET II STILL THE KING

CLEVELAND, Aug. 22.—At the Hollenden hotel this evening Schwartzkopf of Topics was heard to remark "Kiser and King are now sunonymous." He meant "synonymous," and it was a bad pun coming from the man who claimed to have discovered Barney Oldfield, but it is none the less true that Kiser is now king. In three great events in which he repeatedly eclipsed Barney Oldfield's official record of 55 seconds for a mile the fat little

fellow from Dayton established his right to that title and the big eight-cylinder car which Winton took to Europe in 1903 for the Gordon Bennett race most gloriously sustained its reputation of being the fastest track car in the world. It was demonstrated beyond peradventure that it has been the Bullet and not Oldfield that has been the dominating factor in the long series of winnings by the Bullet-Oldfield combination, and Kiser spoke the truth when after dismounting from his last

great mile of :52 $\frac{1}{2}$ he modestly replied to a shower of congratulations: "The Bullet did it, not I," adding: "It is the greatest car in the world; I never drove a machine that answered the wheel so perfectly and swerved so little on the turns."

But despite Kiser's modesty there is no question that the skill and the daring of the driver figured largely in the success. Oldfield has stated repeatedly that he has never dared to let the Bullet out to its full speed on the



ALEXANDER WINTON AT THE RACES
EARL KISER ON WINTON BULLET II

KISER ON HIS RECORD RIDE AT CLEVELAND
THE EARL WINTON HIRED TO RUN HIS KING

track, hence Kiser must be a more daring driver than the erstwhile champion, for in the first race in which he ever drove the Bullet he clipped a full second from the record, while in his third race he shaved off $1\frac{1}{4}$ seconds more. And the great work was done under conditions that were not favorable. Soaked by 3 days of rain and then harrowed before it was thoroughly dried, the track looked a better place for planting wheat than for the breaking of records. Numerous cars had been sent over the course to smooth it off, but the majority of them kept to the outside of the track and made that the smoothest place, and it was for this strip that the drivers jockeyed during the afternoon and it was on this strip that must have made him go a 100 yards over the mile that Kiser established his records. There was none of the hair raising swerves and see-sawing from the outer edge to pole and back again that marked Oldfield's record performances, but each time it was the straight, steady pull without sensational moves that defeated Father Time.

Oldfield should have been there to see how it was done, but about that time Oldfield was in Omaha trying out his car. The fact that Barney was not present to uphold his reputation was the one disappointing feature of the day. Before the races he would have found plenty of backers for any kind of a match against Kiser, for in the trials last week Barney and the new giant Green Dragon did some great work, but after the first race this afternoon it was apparent to almost every one that Barney's star had set and that ambitious manufacturers would have to do some more figuring before they produced a car that would beat a combination like the Bullet and Kiser. Oldfield was entered for races to be held in Omaha on Tuesday, and Saturday afternoon he packed up his belongings and went west. There are those who are unkind enough to say that train schedules would have permitted Barney to have remained for today's races and still been in Omaha by Tuesday afternoon, but they added that perhaps Barney did not like the looks of the prizes offered for seconds.

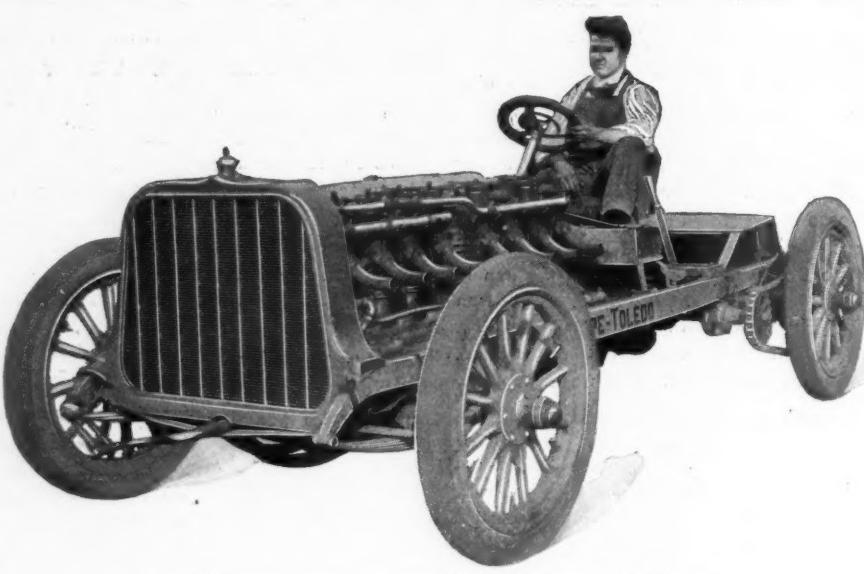
It was in the 5-mile open manufacturers' challenge cup race that Kiser made his debut with Bullet II. He had against him Charles Gorndt with Bullet III; H. H. Lytle with the Pope-Toledo eight-cylinder, Carl Fisher of Indianapolis with the Premier Comet and W. F. Winchester of Syracuse with a Franklin. An effort was made to get them away with a flying start from the three-quarters pole, but the start was too great and three times they came to the tape widely separated, only to be called back by Starter Wagner. Then a standing start was attempted and the Comet failed to get off with the gun. The delay was nerve racking and annoying to all concerned, and as a last resort the starter announced that the next start would be a go, no matter who fell down. A loud murmur of disapprobation went

up when it was seen that Kiser and the Bullet remained, while the others were flying down the field. Cries of "call them back" met with no response, and Kiser's assistants started to pull the Bullet from the track, when to the astonishment of everyone Earl waved them back, jumped from his car, cranked it and was off on what seemed to be a futile effort. The Pope-Toledo was $\frac{5}{8}$ mile to the good when he started and was running at a speed that was pulling it away from the others with ease. As soon as Kiser was under way it was seen that the little driver knew how to handle his car and would make a grand exhibition if nothing else. When the first mile was completed it was apparent that he was overhauling the others, and as he passed the grand stand he was cheered. At $1\frac{1}{2}$ miles he passed

taken his laurels modestly. One of the first men to congratulate him was H. H. Lytle, who drove the winning Pope-Toledo.

In the special race for the three eight-cylindered machines the audience's taste for records was completely satiated, for twice again were the figures clipped before the completion of the event. This race brought together Kiser with Bullet II, H. H. Lytle with the Pope-Toledo, and Carl Fisher with the Premier Comet. This was the first race of the kind ever held on an American track. This time it was a flying start and they scored to the tape in good shape, making a fine show as the three flying cars came down the stretch abreast. Kiser let out after crossing the tape and throughout the race was never headed. On the fourth mile Kiser lapped the Comet,

which seemed to be going badly, and at $4\frac{1}{2}$ miles he overhauled and passed the Pope-Toledo, and from that on it was a case of increasing the lead. Kiser reeled off the first mile in $1:04\frac{3}{4}$, while for the second the timers caught him for : $53\frac{3}{4}$. The timers were unable to make the announcement before the racers were right on them again. Everyone was on the tiptoe of excitement, as it was seen that the car was making great time. Kiser seemed just as calm as though he were sitting down to a meal. There was little or no dust and his features could be seen dis-



HERBERT LYITTLE ON THE EIGHT-CYLINDER POPE-TOLEDO

the Franklin, leaving three cars ahead of him. Without a swerve or a falter the roaring Bullet gained on them and passed Bullet III at the third mile.

All this time the Comet was giving the Pope-Toledo a hard fight, and once it looked a winner, but something went wrong and at the fourth mile Kiser had overhauled the little yellow machine. The Pope-Toledo was making great time, but steadily its lead was being cut down. The grand stand came to its feet and wild cheers went up when it was seen that Kiser stood a fighting chance, though it looked almost impossible at the three-quarter pole. On the upper turn to the stretch Kiser ran wide and then it looked as though the Pope-Toledo was standing still, so rapidly was the lead being cut down. Just before the drawgate was reached Lytle looked around and he seemed to make a supreme effort, for the Pope-Toledo picked up a little. Then came the most remarkable finish ever seen on a track. The audience was too dazed for a second to cheer or even murmur. Lytle was the winner by scarcely a wheel's length, and 10 feet over the tape Kiser flashed to the front, too late for the cup but not too late for a burst of applause that shook the stand. The timers who had held their watches on Kiser quickly figured that the last mile had been made in 54 seconds, world's record time, and with this announcement hundreds of enthusiasts swarmed on the track to congratulate Kiser and Alexander Winton. It was a great moment for the unpretentious driver of the wonderful machine. He was all smiles, but

tinctly as he flew past the stand. It seemed impossible that he was going at such a terrific gait, but the men who held the watches were men of experience and no mistakes were made. Earl seemed to appreciate that he was among the records, for this time he held to the pole on the curves and passed the grand stand close to the fence to make his swing around the bend. He never responded to cheers and it appeared to be his ambition to beat Lytle 5 miles instead of 6. Kiser's last mile was a wonder. He clung closely to the pole on the turns and the machine appeared to be off from the ground. When the fifth mile was completed Earl kept right on and did not stop until he had passed the Pope-Toledo at the draw gate for the sixth mile, while the latter was finishing his fifth. When the time was announced as $53\frac{3}{4}$ seconds for the last mile everyone was dumfounded. But this was premature, an error in figuring being made by one of the scorers. Immediately it was announced that the timers all agreed on $52\frac{1}{2}$ seconds and the cheering was louder than before.

There was no question as to the accuracy of the time, as the timers included such veterans as G. H. Collister, Ned Broadwell, Charles Weaver, F. E. Castle, Pat Hussey and Pop Skinkle. They all agreed, as did Alexander Winton and several others at the trackside. Winton was almost beside himself with joy, and Kiser was fairly carried from the track by enthusiastic admirers. In the last supreme effort the Bullet broke a circulating pump and it was announced that the last

event of the day, a 5-mile record trial by Kiser, would have to be called off. After that, with one impulse, the crowd swarmed onto the track, anxious to see the wonderful old car and its plucky little driver.

Even the experts found it somewhat difficult to explain how it happened, for the track looked in anything but record-breaking shape when the races opened. The surface seemed rough, the only smooth place being on the outside. But there was little dust and loose dirt, as is usually the case, and the car did not seem to slide on the turns. It is claimed that the dampness in the track kept the tires comparatively cool, while the somewhat uneven surface did away with that retarding suction noticeable on a smooth, hard surface.

The opening day's races proved a success despite the most discouraging lot of circumstances that ever handicapped a race meet. Friday and Saturday it rained, so that both days' races had to be postponed, with the result that many of the out-of-town visitors had to leave. Up to the very hour of starting on Monday the weather was threatening and the 6,000 enthusiasts who turned out went prepared to stand a drenching. The fact that Oldfield was not to appear also kept many people away, but after the records of today this fact will not in the least affect the situation tomorrow.

The first event on the card was a 100-yard obstacle race, in which there were four competitors. Walter C. Baker went through the tangled course without a falter with his Baker electric in 50½ seconds, but he was doomed to defeat by one whom he had instructed in the art of dodging barrels. Miss Oriana Sevens, a pretty little 14-year miss,

MISHAPS MAR SECOND DAY'S SPORT

CLEVELAND, O., Aug. 23—This afternoon while going at fully a mile a minute, Carl Fischer's yellow Premier Comet suddenly swerved into the fence and was rendered a fit subject for a scrap pile. Fischer himself must be possessed of a charmed life, for he didn't seem to be injured a bit. He stood up unassisted, brushed the dust from his clothes, and walked across the field without aid. To an excited group at the judges' stand he told of his experience with as little concern as though he had merely stubbed his toe and tripped. It was in the 10-mile open, the big race of the day, that the hair-raising accident occurred. Charles Gorndt with the Bullet III had secured a good lead and Fischer with a marvelous burst of speed was hot after him, having passed the larger Bullet, which was going badly. It was on the upper turn of the back stretch for the third mile that the Comet was seen to slide, then wobble and go down in a cloud of dust and finally bring up against the fence, head on. The crash was so terrific that the machine fairly went through the heavy boards, the front wheels and nose being through the fence.

Fischer was unable to tell exactly what caused the accident, but he said that on the turn the outside rear wheel seemed to sink down and the car swerved. With a supreme effort he pulled it back into line, but immediately it swerved again and headed directly for the fence. From the point where the wheel gave way to the place where the car struck the fence was fully a hundred yards,

did the trick in 49½ seconds, using Mr. Baker's bevel-gearred electric Baker. E. Berlinger with a Rambler committed a foul and was out, while E. Schriver Reese, president of the Cleveland Automobile Club, went through all right but in slow time, using a Locomobile steamer.

The second performance was a 2-mile race for stock runabouts. George Russell with a Cadillac won handily, W. F. Winchester, with a Franklin finishing second, and Walter Baker with an electric third. The Cadillac made the 2 miles in 3:43, the last mile in 1:45¾.

The manufacturers' challenge cup race was the event of the day. The Pope-Toledo easily outclassed the field with the exception of the Bullet, and H. H. Lytle showed himself to be a nervy driver. The 5 miles were made in 5:24, the slowest being the first, 1:10, and the fastest the second, 1:01½, which was the fastest mile of the day with the exception of those made by the Bullet.

The 5-mile handicap brought out a new aspirant for championship honors. C. E. Soules with C. E. Harbaugh's four-cylinder Pope-Toledo, with a handicap of ¼ mile, won with ease. Kiser was never in this race, as the Bullet did not seem to be working well. Kiser's time from scratch was 5:44½, while the winner's time was 4:53. The winning car has long been talked of as the fastest stock touring car owned in Cleveland, and the results more than demonstrated this.

The 2-mile motorcycle race was comparatively uninteresting and L. E. Manley with a Rambler won by over 400 yards.

The 5-mile race for stock touring cars also went to Soules with Harbaugh's Pope-Toledo, making the 5 miles in 5:51½. There were

five starters in this race, E. Berlinger with a Rambler dropping out after the second mile, while E. Messerly in a Royal dropped out after the fourth mile.

The day's races were concluded with the special race for the eight-cylinder machines, in which Kiser made his record-breaking performance. A. R. Pardington, chairman of the A. A. racing board, who was down for referee, was unable to remain over for the postponed events and his place was filled by George L. Weiss. The summary follows:

Hundred-yard obstacle race—Miss Oriana Stevens, Baker, won; W. C. Baker, Baker, second; E. S. Reese, Locomobile, third.

Two-mile for runabouts, stock cars—George Russell, Cadillac, won; W. F. Winchester, Franklin, second; W. C. Baker, Baker, third. Time, 3:47.

Manufacturers' challenge cup race, 5 miles—H. H. Lytle, Pope-Toledo, won; Earl Kiser, Winton, second; Carl Fisher, Premier Comet, third. Time, 5:34. Kiser's last mile, :54.

Five-mile handicap—C. Soules, Pope-Toledo, ¼ mile, won; Charles Gorndt, Winton, ¾ mile, second; Carl Fischer, Comet, ¼ mile, third. Time, 4:53. Kiser's time from scratch, 5:44½.

Motorcycle race, 2 miles—L. E. Manley, Rambler, won; H. E. Chubbeek, Yale, second; A. B. Hoffman, Yale, third. Time, 3:33½.

Five miles open, stock touring cars—C. Soules, Pope-Toledo, won; A. E. Morrison, Peerless, second; R. H. Magoon, Pope-Toledo, third. Time, 5:51½.

Special race, eight-cylinder cars—Earl Kiser, Winton, won; H. H. Lytle, Pope-Toledo, second; Carl G. Fisher, Comet, third. Time by miles, 1:04½, 1:58½, 2:55, 3:58½, 4:51.

and all that distance the car was sliding on a buckled wheel. Policemen along the fence said they expected to pick Fischer up dead, while the crowd in the grand stand gave a shudder of horror, for it seemed impossible that the driver had escaped. Fischer waved his hand that he was uninjured and immediately climbed the inner fence and walked to the judges' stand. Earl Kiser with the Bullet II was close behind the Comet, but he passed in safety and the race was uninterrupted.

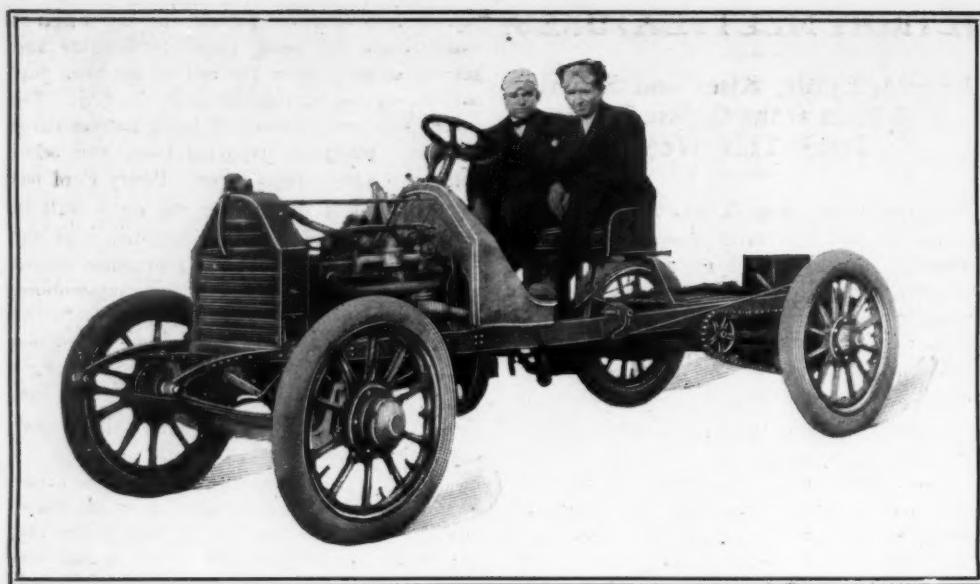
While this was the only serious accident of the day, the entire afternoon's program was cut up by minor accidents to cars, which threw several of the best machines out of the running. In hardly a race did the favorites win, due to some accident or other, and on the whole the results were disappointing. Especially disappointing was the fact that the big eight-cylinder Bullet, which did such remarkable work yesterday, seemed to take on a sulky streak. At first it would not go at all. The opening event on the program was a mile open, standing start, best two in three. The carburetor on the Bullet must have been flooded to overflowing, for no sooner had the machine been cranked than her lower portions were enveloped in flames, due to gasoline dropping onto the hot muffler. They put out the fire and tried it again, with the same result. The wind seemed to be just in the right direction to blow the drippings into the muffler and a small conflagration arose every time she started. Three times they tried it and finally the Bullet got off slowly. At the eighth pole Kiser headed for the fence and it was seen that the Bullet

was again in flames, and this time it looked as though she would end her glorious career right there.

Alexander Winton, who stood at the judges' stand, was clearly alarmed and called to an assistant to have them pull the muffler off and throw sand on the flames, adding, "I would not have the old thing burn up for a good deal." The sand put out the fire, but it also got into the carburetor and mechanism of the machine, which probably accounted for its bad behavior during the afternoon.

In the 10-mile open the little Bullet outclassed its larger mate for more than 6 miles, and then Kiser seemed to get it to running with comparative smoothness, finishing the last mile in :56 3-5, which was the best mile of the day. Then Kiser went for the 5-mile record, and although the car ran with perfect smoothness it did not get among the records and the 5 miles were made in 4:48 2-5, which is nearly 5 seconds from the record. Mr. Winton then acquiesced to a request that he go out and see what he could do with the car. The event was watched with intense excitement and it was hoped by every one that the veteran would clip the wings of the younger aspirants for championship honors, but it was not to be. Winton's time was 4:55 and his fastest mile was :58 2-5. Mr. Winton seemed to take keen delight in getting out with the old car again, but he declined to take Kiser's place in one of the competition events, saying that he meant what he said when he swore off racing.

The attendance this afternoon was all that



F. B. STEARNS ON THE 35-HORSEPOWER FOUR-CYLINDER STEARNS

could be asked, and was far better than had been hoped for considering the day and the double postponement. The boxes were well filled with society people, while the paddock contained a larger line up of cars than has ever been seen in Cleveland. The track looked in excellent condition, though there was more dust than yesterday and the cars seemed to slide more. Evidently this effected the speed, for none of the machines made as good time as they did yesterday.

The first scheduled event was the mile in heats for big cars. But after Bullet II had thrice failed to make the start, the event was called off until later in the day, when the Bullet could be put into shape. In the 5-mile race for stock touring cars with road equipment and three passengers, R. H. Magoon's Pope-Toledo showed up to the front at the start and was never headed. Morrison with the Royal made a hard fight and with a little farther to go would have won, as he finished only about 100 feet back and was gaining rapidly. Paul Gaeth with a three-cylinder Gaeth put up a game race and his car ran smoothly and noiselessly and well up with the leaders. The time was 7:04 2-5.

The second event was a 5-mile motor cycle handicap. J. Adams from scratch won, with J. Sabo, 30 seconds, second, and H. E. Chubbeek, third. It was an interesting contest and the scratch man did some fast work. Time, 8:05.

In the mile, best two in three heats, Kiser attempted to start in the second heat, but his car again gave trouble and did not get off. Lytle with the big Pope-Toledo won easily. Gorndt with the Bullet III and Soules with the smaller Pope-Toledo put up a good race for a short distance; then the latter had trouble. Gorndt finished second and Winchester, with the Franklin, third. Time, 1:10. In the second heat Lytle made a poor start and there was a hot race between Soules and Gorndt. While they were fighting for place Lytle sailed past them at the three-quarter pole. To the surprise of everyone the little Pope-Toledo, which is nothing but a stripped stock car, beat Bullet III. Time, 1:11 1/2.

In the 5-mile race for stripped touring cars Soules should have won easily, considering his previous work. Stearns in his Stearns gained a good lead at the start and Soules had hard work catching him. For a mile and a half Soules led and then the old trouble with

the water connection broke out and Soules had to pull out. Stearns and Messerley, with a Royal, made a pretty fight, Stearns winning by a small margin, with Messerley second and Magoon, with a Pope-Toledo, a bad third. Time, 6:19.

In the 10-mile handicap Messerley with the Royal had his revenge on Soules and the Pope-Toledo, although it would probably have been a different story had not the handicapper been generous with Messerley, giving him 2 1/2 minutes, while Soules had only 45 seconds. Gorndt, the virtual scratch man, had 3 1/2, as Kiser, the scratch man, did not start. The others in the race were F. B. Stearns, 3 1/2, and W. F. Winchester, 1/2. With his big lead Messerley was never headed. The little Pope-Toledo did valiant work, and although there was more trouble with the pump connection, it made second place, while Gorndt could not do better than third.

The 10-mile open was the big event. Only Kiser, Gorndt, Winchester and Fischer competed, the big Pope-Toledo having been put out of business for the time being with a broken bearing. The big Bullet behaved badly at the start, and Gorndt, Winton's "Terrible Swede," opened up wide and sailed away from the field. Carl Fischer with the Comet made a slow start, but after a mile he gained on the two Bullets, passing the larger car at 2 miles. On the third mile he was steadily closing on the Swede and the most exciting race of the afternoon was looked for, when suddenly the yellow Comet was seen to swerve and disappeared in a cloud of dust. Kiser passed the wreck in safety, but did not appear to be making any gain on his team mate until about the sixth mile, when the distance between the two Bullets was seen to lessen. Gradually the big Bullet picked up, and on the seventh mile she passed the smaller machine as though it was standing still, and from that on the gain increased. At the finish Kiser had nearly a half mile on Gorndt and the last mile was made in :56 1/2, the best for the day. Kiser's time for 10 miles was 10:05 1/2. Gorndt's best time for 5 miles was 5:10.

Kiser made a start on his 5-mile exhibition, and after driving 2 miles he waved that the car was not working right and he made another start. The exhibition was remarkable for the evenness of the miles, but it was not record-breaking time. Time, 4:48 1/2. First

mile, :57 1/2; second, :58; third, :57 1/2; fourth, :58; fifth, :57%. The crowd was pleased at Mr. Winton's attempt to lower the 5-mile record and though it was evident that he was not doing as well as Kiser had done he was received with a round of applause. Summary:

Five mile for touring cars, road equipment—R. H. Magoon, Pope-Toledo, won; A. E. Morrison, Boston, Peerless, second; Paul Gaeth, Cleveland, Gaeth, third. Time, 7:04 2-5. By miles—1:31 4-5; 2:51; 4:13 2-5; 5:38 4-5; 7:04 2-5.

Five mile motor cycle handicap—A. Adams, Rambler, scratch, won; J. Sabo, Indian, 30 seconds, second; H. E. Chubbeek, Yale, third. Time, 8:05.

One mile in heats, best two in three—First heat—H. H. Lytle, Pope-Toledo, won; Charles Gorndt, Winton, second; W. F. Winchester, Franklin, third. Time, 1:10. Second heat—H. H. Lytle, Pope-Toledo, first; A. Soules, Pope-Toledo, second; Charles Gorndt, Winton, third. Time, 1:11 4-5.

Five mile, touring cars stripped—F. B. Stearns, Stearns, won; E. Messerley, Royal, second; R. H. Magoon, Pope-Toledo, third. Time, 6:19. By miles—1:18; 2:37 2-5; 3:47; 5:01 2-5; 6:19.

Ten mile open—Earl Kiser, Winton, won; Charles Gorndt, Winton, second; W. F. Winchester, Franklin, third. Time, 10:05 2-5. By miles—1:14; 2:13 2-5; 3:12 1-5; 4:11; 5:10; 6:09 2-5; 7:08 2-5; 8:12; 9:00; 10:05 2-5.

Five-mile time trial by Earl Kiser, Winton Bullet II. Time, 4:48 2-5. By miles—0:57 1/2; 1:55 1-5; 2:53; 3:51; 4:48 2-5.

Ten-mile handicap—J. Messerley, Royal, 2 1/2 min., won; A. Soules, Pope-Toledo, 3/4 min., second; Charles Gorndt, Winton, 1/2 min., third. Time, 10:26 3-5.

Five-mile time trial by Alexander Winton, Winton Bullet II. Time, 4:55 2-5. By miles—0:58 2-5; 1:57 4-5; 2:57; 3:56; 4:55 2-5.

BARNEY HERO AT OMAHA

Omaha, Neb., Aug. 23.—The first day of the 2-day race meet here is over and Barney Oldfield, with his big eight-cylinder Peerless racer, was the hit of the afternoon of sport. The half-mile track of the Omaha Driving Association is flat and does not allow a racing machine to be driven upon it at top speed and is not in the best of condition, yet the combination of Oldfield and Peerless made it possible to break the mile record for a half-mile oval twice this afternoon. The first time the record of 1:16 was broken by three-fifths of a second in the fourth event, which was of 5 miles for racing cars, run in two heats. In the second heat, which was event number seven, Barney showed his nerve and let the big car go like no car had ever been driven before on a small track. The crowd went wild. It cheered, it yelled, it trembled, it laughed, it waved hats, handkerchiefs, programs—it was delighted with the fine exhibition of nerve and tenacity of the one whom it considered the premier professional driver in America. After the last mile of the 5 had been completed the timer announced that the fifth mile had been covered in 1:13 1/2, which was 2 1/2 seconds better than the old record and 1 1/2 seconds faster than the record Barney had made less than half an hour before. The time for the 5 miles was 6:34 1/2.

Only one other rider of those entered in both of the 5-mile races dared face the eight-cylinder Peerless and its peerless driver; this man was Alonzo Webb, who drove a four-cylinder Pope-Toledo car, which did not possess the speed of the Peerless.

The crowd of several thousand spectators did not seem especially interested in the half a dozen other races in which most of the starters were local motorists. These races included a mile race for single-cylinder cars of less than 1,000 pounds; a 5-mile race for steamers; a 3-mile race for cars of less than 20

horsepower and less than 2,000 pounds and costing less than \$2,000; a 5 mile race for stripped touring cars; an Australian pursuit race for cars under 1,000 pounds; a 2-mile race for Wintons, and a 5-mile handicap.

All told, this first day of automobile races in Omaha was a successful one, and if tomorrow's meeting is as well attended and the sport as exciting it will not be long ere there will be another race week in the Nebraska city.

MEET PROMISES WELL

Washington, D. C., Aug. 20—From present indications the automobile race meet to be given at the Bennings race track Labor day by the Central Labor Union is going to be a big success. Chairman Ratigan of the racing committee is receiving entries every day for the various events scheduled and it is evident that a number of the events will have to be run in heats owing to the heavy entry list. Some little dissatisfaction was expressed over the way some of the events were made up and this has been overcome by framing the events in such a way that there can be no ground for dissatisfaction. The list of officials embrace some of the best known men in Washington. The referee will be Samuel Ross, one of the stewards of the Washington Jockey Club; the judges will be the sporting editors of the three Washington newspapers; the timers will be the managers of three leading sporting goods houses, while the umpires will be John C. Wood, of the National Automobile Co., E. R. Alexander, of the Baker Motor Vehicle Co., and P. J. Lockwood, of the Stanley Automobile Co. Rudolph Jose, of the Pope Mfg. Co., will be clerk of the course, while the starting will devolve upon C. Royee Hough, manager of the Washington branch of the Pope Mfg. Co.

WANT RACES IN CUBA

A tourist who recently returned from a Cuban trip reports there is some discussion in Havana regarding automobile racing this winter. "It would surely result in an influx of wealthy people, devotees of the sport, who would find automobiling invested with a new charm when pursued in Cuba," said he. "The macadam roads reaching out from Havana are as fine as could be desired. Three hundred miles of equally beautiful roads stretch out from Santiago. It needs but the connecting bridges, and these are being built, to make a highway throughout the island without an equal for scenic beauty. Those who have already explored Cuba with their machines confess to a most delightful experience." Cuba's harbors and sheltered waterways along the north shore afford unexampled facilities for the fascinating sport of motor boat racing and it may be that there will be racing of this kind this winter.

MADE RECORD RUN

During the first week of this month a party consisting of C. C. Ferguson, R. H. Magoon and H. E. Lindenau, from Cleveland, O., made a non-stop record run from that city to Toledo, O., and covered the 130 miles between the two towns in 4 hours 40 minutes in a Pope-Toledo touring car. They reported that in places the roads were very sandy and hilly, yet they traveled on high speed during the entire journey. There were no accidents, although a train was barely missed at the same place where R. B. Scott came to grief on the following day.

DETROIT MEET FEATURES.

Oldfield, Lytle, Kiser and Schmidt Will Meet at the Grosse Pointe Track This Week

Detroit, Mich., Aug. 22—Local automobile enthusiasts will be greatly disappointed if the automobile race meet which is to be held at the Grosse Pointe track next Friday and Saturday does not eclipse in interest anything of the sort that has ever been given in Detroit. A number of the local men are interested in the event this year and they are hustling hard to make it the biggest race meet which Detroit has seen yet. Secretary E. M. Broadwell and a number of the other local men went down to Cleveland the other night and the result of their missionary work has been the securing of the promises of the owners of all the fast ones who competed in the Cleveland events to come here.

Perhaps the most interesting events on the program from a local standpoint will be those in which Barney Oldfield will meet H. H. Lytle, Earl Kiser, Charles Schmidt and the other drivers of fast cars. Oldfield made his name originally in the 999, which was built by Henry Ford and driven by both Oldfield and Tom Cooper. But in addition to that Detroiters have not yet forgotten that exciting moment at the Grosse Pointe track last fall when Oldfield's car plunged through the fence and ran amuck for a few seconds, an accident that cost one of the spectators along the fence his life and made everybody think for a moment or two that Oldfield had met his finish. There is considerable talk of a match race between Oldfield in his Peerless racer and Earl Kiser in the Winton Bullet, which naturally does not lessen the interest in the race meet any.

A feature of the program will be a handicap at 5 miles for Detroit owners. A lot of the local amateurs have gotten so that they can handle their big cars with almost professional skill. Early mornings lately have seen a lot of them out on the boulevard reeling off fast miles or at the track trying their skill on the turns, and there is sure to be some hot racing. The conditions require that each car must have full touring equipment and must carry three adult passengers besides the driver.

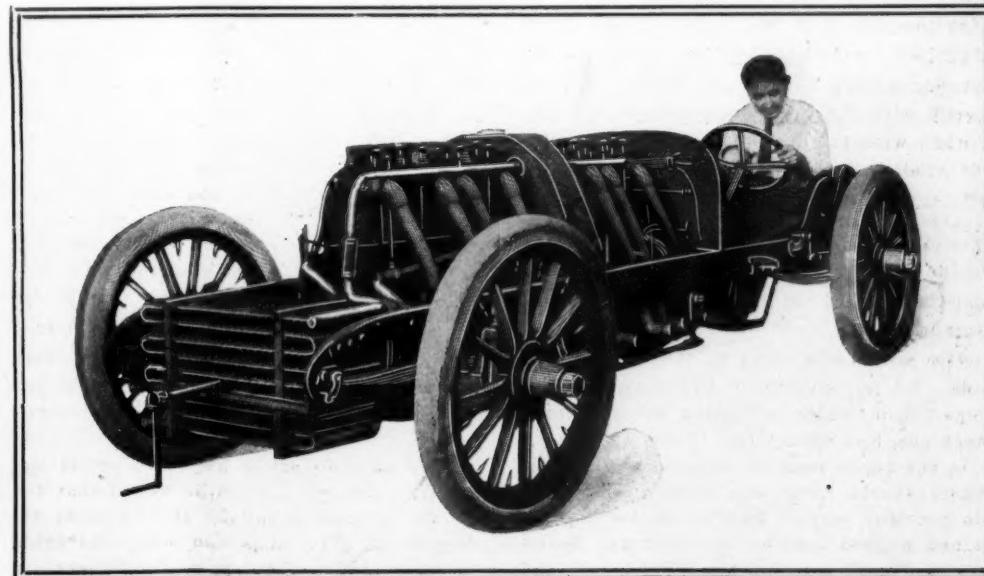
On Friday morning, the afternoon of which will see the opening of the racing program,

there will be a flower parade and the different local owners are being urged to decorate and get out so as to show the rest of the town just how strong the automobile is in the city. The prizes, this year, instead of being useless silver cups, are plaques, imported vases and other articles of considerable value. Henry Ford has been building a new racing car which will be seen for the first time in competition at the local meet. Inasmuch as it represents almost a complete revolution in racing automobiles, considerable interest not only in Detroit but all over the country, will attach to its success or failure. The new racing car will be light weight and low power. It has been built with a low, broad frame, to minimize wind resistance, and every part of the frame is of the very lightest possible material. On this frame is a little, light engine, developing 20 horsepower. The whole machine, in trim for racing, will weigh but 650 pounds. Ford figures that his new machine will be so light that it will not skid on the turns, and that instead of reducing his power on turns, so as to keep on the track, he will be able to use full power and keep going all the time. He will drive the car himself, and has a great deal of faith in it. Ford predicts that the racing car of the future will be one weighing not more than 600 pounds, with 100 horsepower or so in it.

Ford is also building a heavy racing car for straightaway work next winter on the ice and on the sand beaches of the south, where he wants to splinter a few more records. Ford and the Packard people will have a skirmish for local speed honors when the new Ford car and the Packard Grey Wolf come together in the free-for-all.

ST. LOUIS RACES POSTPONED

St. Louis, Mo., Aug. 22—There was keen disappointment inasmuch as the race meet which was to be held on the race track of the St. Louis Fair Grounds Association had to be postponed on account of rain. There were many out of town motorists in the city, some of whom belonged to the national tour and had remained here for the purpose of seeing the races. Now it is doubtful whether all will stay another week, as the meet has been postponed until Sunday, August 27. Fifty-eight entries had been received for the events, and of these the motor cycle race promised to be exceedingly interesting, with the eighteen prospective starters.



BARNEY OLDFIELD ON THE EIGHT-CYLINDER PEERLESS

MOTOR AGE

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GUIDE BOARDS

TOO MUCH cannot be said in favor of a vigorous campaign on the part of automobilists to secure the general erection of road guide boards. The spectacle of a caravan of road users following a trail of specially laid confetti through the midst of what poses as the most enlightened country on the face of the earth is the best incentive on earth for renewed activity along this line.

Why should it be necessary to have pilots blaze the way, or guides point it out when running from one city to another in the well populated portions of the United States of America?

This country is no wilderness to be stalked by daring guides and scouts as though in every bush lurked danger and behind every tree might be a gun.

This is no labyrinth of trails which only the experienced pathfinder can unravel.

This is a civilized country, a cobweb of highways which have been made by the people for the people to use. Yet it is a wilderness of despair to the tourist.

Every tourist knows where he wants to go, the general direction and the fact that the town is on the map. Yet he must hunt for it.

With all of our progress and all of our enterprise we have established roads which are unidentified and which render touring an adventure.

If it is up to automobilists to change this inconsistent deficiency in our highway system, then let automobilists take the matter up with a will and push it to a speedy accomplishment of the desired end.

DEMONSTRATING LIGHT CARS

ONE OF THE peculiar facts in automobiling is that when a party of tourists start out for a certain distant point the light and comparatively low cost cars seem to "get there" about as well as the heavy and comparatively expensive cars.

There are certain advantages in the big car which the little car does not possess. In some ways it affords a comfort and surety that is incomparable. It offers a maximum speed unattainable with the smaller machine.

After a series of daily trips across country, however, the little fellow seems to have carried about as many people the same distance

in about the same time, with the same or less trouble and at a much less expense.

The St. Louis tour recently demonstrated this point very well, for such cars as the Pope-Hartford, Covert and Cadillac were driven into the controls each night in good shape, and though sometimes behind the vanguard of scorcher, they had made consistent, satisfactory runs and had, in fact, often run into the day's finishing point ahead of big cars which had left them at the post in the morning only to wait for them and be passed by them while laying by the roadside during periods of tire troubles, etc.

For certain classes of use the big, powerful, expensive car is certainly the only thing. For the hundreds and thousands of persons who wish cars for family pleasure driving and rational touring in which fair distances are to be traveled each day at as small an operating cost as possible, is it worth while to tie up the price of a residence in a machine that will not accomplish a great deal more than can, under existing road conditions and speed laws, the light, moderate price car?

L. L. Whitman, in the transcontinental trip he is now making, drove from San Francisco to Denver over all of the fifty-seven varieties of American highway in 16½ days in a light car with an air-cooled motor—a car that Frenchmen laugh at. Is there a French car, at any price, that could do much better than this?

There is a whole lot of difference between buying a car for racing and spectacular purposes and buying one for everyday usage, in which the original outlay and the subsequent cost of operation are important factors. To those who hesitate on the brink of automobiling let it be known that while it is great fun to have the fastest, most expensive and most luxurious thing on wheels, it is not necessary to be the possessor of such a car to get full enjoyment out of consistent automobiling.

EIGHT CYLINDERS

WITH AT LEAST four eight-cylinder cars on the track circuit, this is bound to be an eight-cylinder racing year. What will next year be, sixteen or thirty-two?

Automobile racing began with one cylinder, progressed to two cylinders and then to four. Now it has reached eight cylinders, and reports from the Pacific coast, where the atmosphere is conducive to great ideas, say that sixteen cylinders is a possibility.

Why not? If two are better than one, four better than two and eight better than four, why should not sixteen be better than eight, and thirty-two better than sixteen cylinders?

Every year motor bonnets have become longer and bodies shorter and smaller. What is the use of a body on an automobile anyway? The motor is the essential thing. The body is simply a convenience for the driver. Let the driver hang on. Cut the driver out of it altogether, if a place cannot be found for him without wasting wheel base that might be well used by four extra cylinders.

Run the races on exactly circular tracks. Set the steering wheels of the machines at a determined angle, so that the cars would circle the track continually. Then fit the ignition mechanism with a time lock, so that the machines could be started and let to run for a determined distance, at the end of which the ignition would be cut out and the cars stop.

The spectators could be placed in well protected grand stands and there would be no

danger of accidents of a deplorable nature, for there would be no persons on the track, and even should some of the cars collide, it would, without personal injury, furnish a grand spectacle of flying stuff that would be worth a dollar of anybody's money to see.

Such procedure would also reduce the expense of running a race meet, for with six or seven 8 by 10-inch, thirty-two-cylinder, mufferless machines going at once for the 25-mile world's track record, what need would there be of a band?

There is a great possibility in the thirty-two cylinder machine.

ROAD RECORDS

REGARDLESS of any consideration of the advisability of developing the habit of road racing and road record making and breaking, it is an assured fact that this branch of automobiling is rapidly progressing.

In the meantime it is a free and easy, ungoverned branch of the sport.

The American Automobile Association has made a bluff at the control of track racing and has given it the semblance of an organized sport.

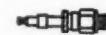
The establishment of road records of speed, endurance and reliability is a matter which is without control and without authentic backing, except as it has been locally made the object of effort on the part of volunteer individual organizations.

No national body provides for the governing of road automobiling of a competitive nature.

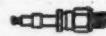
Records have been established and recognized, but this solely because of the fact that they have been under fair conditions and with the backing of reputable individuals who have taken part in them or have timed or otherwise assisted in their performance.

There is every reason to believe that cross-country and inter-city record runs will increase rapidly in number—that they will soon increase to an extent which will render acceptance on faith out of the question.

If road racing and road record making is not desirable as a feature of automobiling it should be squelched and squelched quickly. If it is not to be squelched it should be taken in hand by some governing body and put on a solid footing.



The difference between a rear entrance tonneau and a side entrance tonneau is that in the case of the former the fair lady passenger gets her shoes muddy walking out into the street to enter, while in the case of the latter she soils only the whole side of her skirt mopping up the dust and mud on the fenders and side of the car body.



Why not divide automobile racing men into classes, instead of letting them mix. Then we could have races for gentlemen, professionals, lobsters, owners, borrowers, lenders, spenders and four flushers.

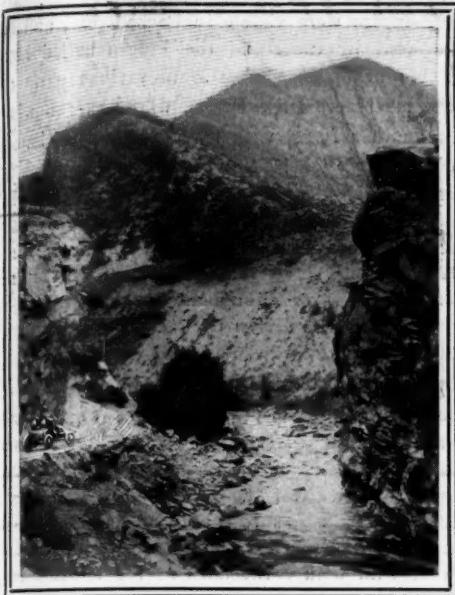
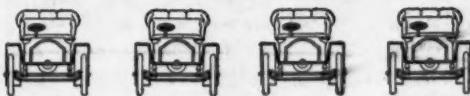


The funny part of all this 6-miles-an-hour ordinance fad is the innocent confidence of the law makers that it can be enforced.



No village selectman feels that he is not up-to-date unless he has drafted an automobile ordinance.

RAPID TRANSCONTINENTAL TRIP



IN WEBER CANON, UTAH

CHICAGO, ILL., Aug. 24—Telegrams last week from L. L. Whitman, who, with G. C. Carris, is crossing the continent in a Franklin, informed MOTOR AGE that he expected to be in Omaha Tuesday of this week, or after a run of 5 days from Denver and of 21 days from San Francisco. At the time of going to press tonight, however, no communication either by mail or wire from Omaha has been received by MOTOR AGE or by the local Franklin agent, Ralph Temple.

From Frisco to Denver in $16\frac{1}{2}$ days, or $13\frac{1}{2}$ days better than the previous record, was scored at noon last Thursday. Carris as a new one to the game was more than pleased, while Whitman as an "experienced transcontinentalist" expressed himself as surprised at himself and the car. He also had a few side remarks concerning the judgment of those who had disparaged the ability of an air-cooled car to negotiate the rough going between the coast and the Colorado metropolis.

People in Denver who remembered last year's transcontinental trips said that they had thought then that a marvelous effort had been made to come from the Pacific coast in 30 days. This time most of them were amazed

at the little car which has made this surprising record.

"I am proud of that car," said Whitman, "and I wonder myself at the way we have gone, and the record made."

The journey from Ogden, Utah, was much more exciting than the trip from the coast to that city. The roads were worse and there were several rain storms which sometimes made it necessary to travel very slow in order to keep on the roads, instead of jumping into ditches.

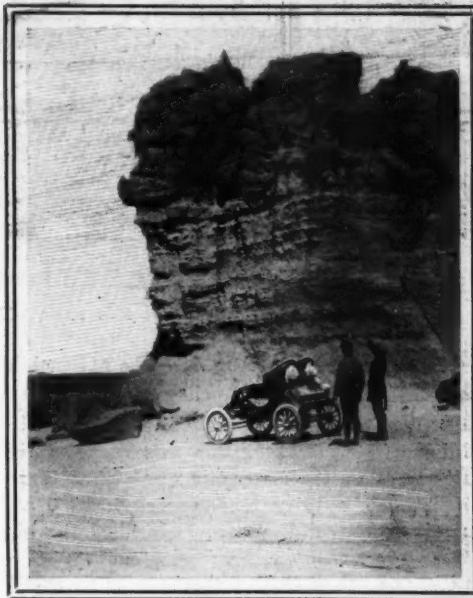
The Northern Pacific railroad was followed by the travelers all through Wyoming. Near Laramie, Wyo., the bad roads, rendered almost useless from the heavy rains, caused a lay-up of nearly 2 hours in order to get through a few miles of mud and stone, which gave that part of the country the appearance of having been visited by a fierce water tornado.

There were parts of the road which were so rough and so primitive that the machine literally bounced like a jumping jack.

Big washes were frequently met and careful driving only saved the tourists from spill several times. Once, however, Whitman and Carris were suddenly hurled out of the car and fell about 20 feet from where the machine stopped. The axle had hit a stump, but suffered less than its occupants, who were somewhat dazed at their unexpected broad jump.

Another time they happened to be about $\frac{1}{2}$ mile out on an alkali desert when it started to shower. In a few seconds the alkali had become a slippery morass and the wheels would just spin around, while the machine would stand still, except to take a lurch in an unexpected direction now and then. It became necessary to rope the wheels to get across to higher ground.

Near Fort Collins, a cloud burst suddenly confronted the tourists and for a few seconds they were well scared. The cloud burst passed quickly, however, leaving two thoroughly drenched, but unharmed motorists.

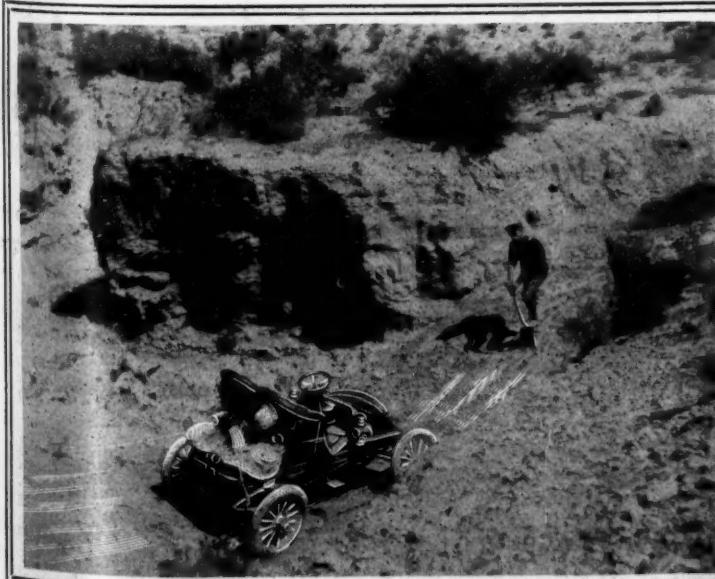


A STRANGE DESERT SIGHT

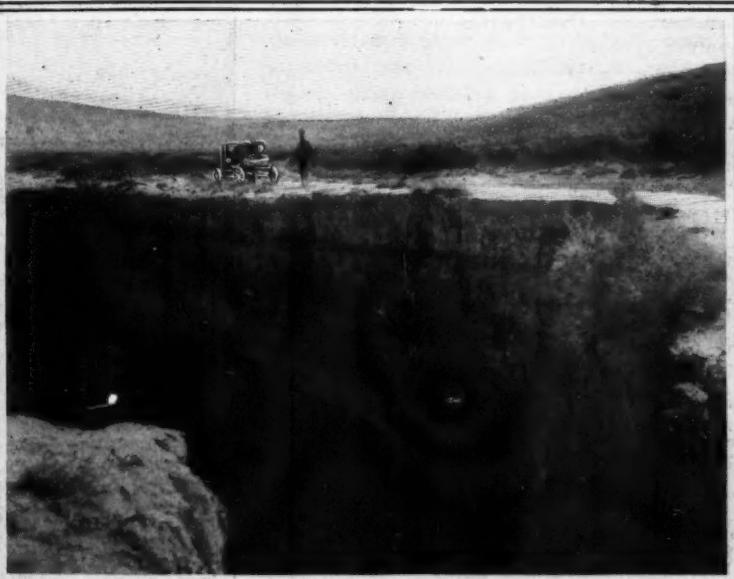
The only complaint the transcontinental tourists made was that the tires of the car were getting pretty well worn out on the sides on account of deep wheel ruts.

Whitman and Carris did not spend much time in Denver, leaving early Friday morning for Omaha.

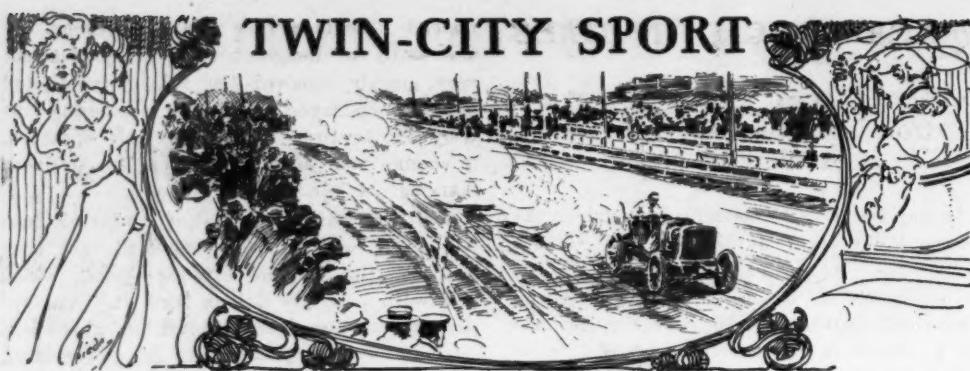
In comparing this venture with the three previous transcontinental trips, it is interesting to notice that last year it took Whitman and Hammond 20 days to travel from San Francisco to Ogden, Utah, in their Oldsmobile, while this year they went to the Utah metropolis in 10 days. To Denver, Col., they went in $16\frac{1}{2}$ days, while last year this trip required 32 days. E. T. Fetch and M. C. Krarup, in the Packard, made the trip from the coast to Denver in 30 days. From Denver to Omaha, Neb., in the Oldsmobile, Whitman went in 16 days, while the Packard drivers only required 11 days. Dr. Jackson, in the Winton, traveled from Frisco to Chicago in 56 days; Whitman in the Olds, in 52 days, and Fetch in the Packard, in 51 days. Dr. Jackson reached New York, 63 days after having started on the trip; Whitman, 73 days after he had left Frisco, and Tom Fetch 61 $\frac{1}{4}$ days after departing from the golden gate, in the Packard.



FIXING A BAD SPOT IN A WYOMING ROAD



RUNNING ALONG THE EDGE OF A DEEP GULCH



WEBB ON HIS FAST 5-MILE RIDE AT MINNEAPOLIS

Minneapolis, Minn., Aug. 18—The automobile held full sway in Minneapolis and St. Paul today. The annual race meet of the Minneapolis Automobile Club, held this afternoon on the mile track of the state fair grounds at Hamline, served to bring together fully 10,000 admirers of the automobile. They filled the big stands, the enclosures on both sides of the track, and voiced their enthusiasm in no uncertain tones when there was the slightest occasion for it.

The meet was entirely successful, though from a purely racing standpoint it lacked the exciting finishes and close brushes of the meet of a year ago. The great feature of the day was the appearance of the 60-horsepower Pope-Toledo racer, and the 10-horsepower Franklin racer. The Pope-Toledo, driven by A. C. Webb, managed to reel off a terrific mile on the circular track, setting a track record of :59½ seconds, the fastest time ever made in the northwest. The absence of the classes for stripped cars took considerable interest away from the racing game. Nearly all of the classes were for fully-equipped cars, and were designed especially for the private owners of cars who objected to the working of stripping and fitting for speed events.

In the 10-mile touring car race, which was well down on the card of events, the real races of the afternoon came. There were eight entries in this event, and for a time it looked as though the finish would be contested as was the first mile. Harry E. Pence in a 24-horsepower Pope-Toledo managed to get the lead at the start, however, and held it to the finish.

Webb's exhibition with the big racer was the part which pleased the crowd. The 60-horsepower machine had been liberally advertised as a drawing card, and it did its work in that line. The majority of those present knew no more about a big racer than about an ocean greyhound, if as much, and the early events on the race program were not interesting enough to arouse much enthusiasm. When the Pope-Toledo came snorting onto the track a cheer went up from the grand stands, and Driver Webb was given an ovation. He reeled off enough fast miles to satisfy the most critical, and at the conclusion of the 5-mile dash, in which the racer first figured, he came back under the wire to receive a still heartier greeting. The Pope-Toledo was accompanied on its rounds in this race by the little Franklin racer, which was driven by W. H. Winchester, of Syracuse. The Franklin had been warming up in the early events, and the ease with which it tore past the other cars led many of the spectators to believe that it would give the Pope-Toledo a real race. The big car pulled away at the start, however, and from that time until the finish the only thing seen of the Franklin was a little streak of blue smoke when it came

into the open places in the stretch. For the most part it was hidden in the mile long trail of dust left by the Pope, and it was evident only by the saw-mill hum which could be heard from all parts of the track.

Webb pushed the Pope-Toledo under the wire in the final mile of the 5-mile event for a record of 59½ seconds. He made the 5 miles in 5:07, and this after a start which threatened to be exceedingly bad. As he neared the wire at the start, something went wrong with one of the plugs, and he climbed up onto his engine, adjusting it while approaching the line. He got away in good shape, and slightly in advance of the Franklin. The time by miles was 1:03, 1:01½, 1:02, 1:01, :59½. The Franklin negotiated the distance in 5:49, its time by miles being 1:09, 1:09, 1:11, 1:09, 1:11.

Later in the afternoon the two machines again went in in a 2-mile dash from a flying start. The Pope made the 2 miles respectively in 1:02½ and 1:01; while the Franklin had to be content with 1:13 and 1:18. Webb then agreed to take the Pope-Toledo out for a trial at a record in an exhibition mile. He put forth every effort to come under the 60-second figure, but the best he could do was 1:00½.

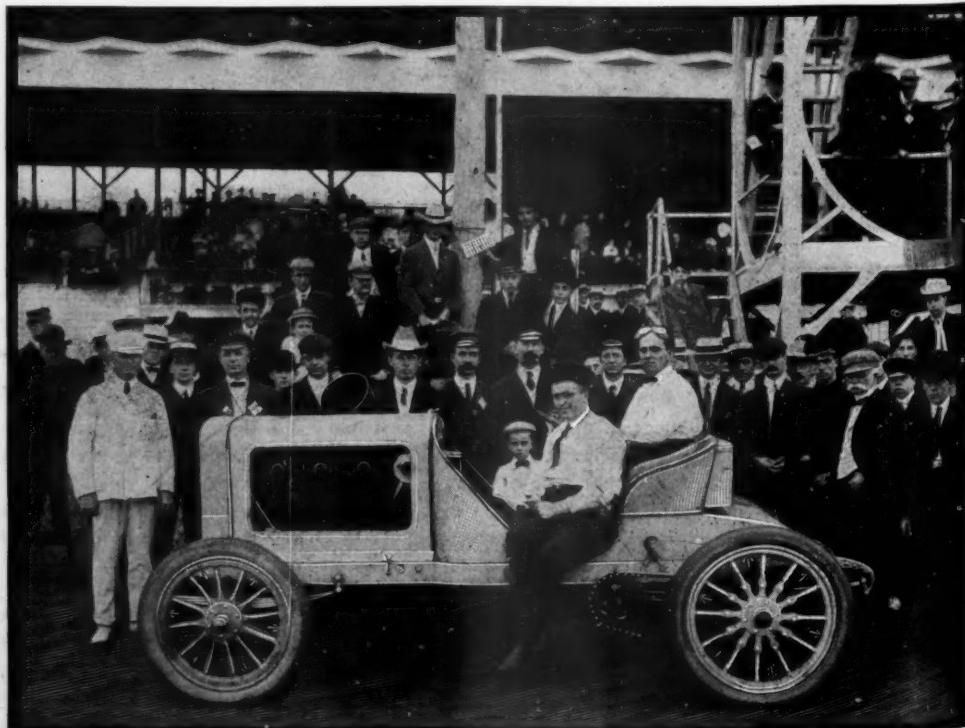
Of the events on the regular card, the majority sadly lacked in entries. Dozens of cars were entered which did not appear, and as a result the races became processions, lacking in interest to the majority of the spectators. The touring car race was a notable exception. In this event each car was required to carry three

passengers of 130 pounds each or over. The cars got away in a bunch, with Harry Pence in the lead in a 24-horsepower Pope-Toledo. No passengers were visible in Pence's car, and as he went by the stand the judges hailed him. Three heads responded from various parts of the machine. Dick Ferris, who was following in another Pope, with three passengers, immediately took the hint and told his passengers to crouch. In the tonneau of the Ferris car was Miss Grace Hull, the only enthusiast of the fair sex who braved the rigors of the long race. She gamely made for the bottom of the car and stayed there throughout the contest.

The Peerless, driven by Oscar Bergstrom, got a bad start, and dropped nearly a quarter of a mile behind before it found itself. Then it began to creep up, and ran one of the best races of the afternoon, diminishing Pence's lead by ¼ of a mile. Ferris dropped into fourth place after the start, but in the second mile he took a spurt, and passed everything until he had reached second place. The crowd went wild with enthusiasm as the familiar red car crept up towards Pence's blue one. Then a cylinder went wrong, and he traveled on three cylinders for several miles, dropping back at every round. He managed to keep ahead of Alexander in the Winton, but was passed by the Peerless, and had to be content with third place at the finish.

Much was looked for from Maurice Rothschild's Mercedes, but it failed to take a first place. In the Minneapolis Derby, which was the first event, a number of machines entered in a stripped condition, and ran the race. The stripped cars were afterwards declared disqualified. The Mercedes was the only one which had been fully equipped in this first heat, but in the second heat it was badly distanced by the Pence Pope-Toledo, which was driven by Webb.

Two racing cars of Minneapolis construction were on the track, one a 9-horsepower Ford, 999 Jr., driven by E. W. Young, and the other an 8-horsepower Winston & Walker, bullet-shaped. This latter car was built by Winston & Walker, equipped with an Autocar engine. Mud guards were attached, and two bicycle lamps put on in front, and the car was de-



WEBB IN THE POPE-TOLEDO, THE MEET OFFICIALS AND THE NEWSPAPER MEN AT MINNEAPOLIS

clared to be a "fully equipped" road car. The judges allowed it to compete in the equipped classes, but the engine worked badly, and it was not until the close of the afternoon that it developed any speed. It managed to take the three-mile dash, open to all, its time being 4:19½. The racing Ford was second.

The automobile enthusiasts of the two cities made quite a society day of it, and the paddock of the old race track presented a brilliant scene. Over 250 cars filled all the enclosures, and were crowded into every available space near the fences. The grandstand held thousands of gayly dressed women, and numerous box parties added to the liveliness of the occasion. The races were in charge of Asa Paine. Up to the last moment it was feared that the event would have to be postponed, and all on account of Dan Patch. The meet was originally in the hands of R. F. Jones, without whom no race meet of any kind has been pulled off in the northwest for—well, since man can remember. Mr. Jones planned for a 2-days' meet, with Dan Patch as the central figure and the automobile races as a secondary matter.

After the meet had been duly advertised, and all plans made, the state fair managers descended upon Mr. Jones and told him that if he did not cut Dan Patch out the meet was no go. They had tried in vain to get the champion pacer for the annual fair, and had failed. They feared that his presence at this time would detract from the interest in the coming fair.

Mr. Jones protested, threatened, presented his contract, and did everything he could. When he finally found that it was impossible to go on he tried the Minnehaha track, and the Savage track, but it was found that neither was satisfactory for automobiles. The automobile club finally determined to take charge of affairs, and after agreeing that no horses would appear, obtained the consent of the state fair management for the use of the track. Mr. Paine had his hands full to assume the management of affairs at the last minute, but the meet was satisfactorily conducted.

SEEKING TRAIN TIME

Syracuse, N. Y., Aug. 22—C. Arthur Benjamin and John Wilkinson, of the H. H. Franklin Co., made a flying trip to New York Friday in 12½ hours, actual running time. They left Syracuse at 4 o'clock in the morning and reached New York at 8:30 o'clock in the evening—16½ hours, during which they covered 303 miles. Of the 16½ hours 3 were spent repairing punctures and an hour for filling the gasoline tank and meals. An average speed of 25 miles per hour was maintained, and but once was the low gear used in climbing a hill. The trip was made in a 10-horsepower Franklin car and the two are now arranging to try the stunt over again in an effort to cover the distance in 12 hours, including all stops, or 3 hours more than it takes the fastest trains on the New York Central to make the run.

TRACK TOUGH ON TIRES

Surface of Grosse Pointe Oval at Detroit Like File, Causing Constant Wear to Tread

During its recent 1,000-mile non-stop on the Grosse Pointe track at Detroit, the Packard Motor Car Co., adopted the method of tire change shown in use in the accompanying illustration. Inasmuch as the most time in making a change is required in deflating and inflating the tire itself, it was decided to have an extra wheel with tire complete on hand, for both front and rear, so that the car would only be stopped while wheels



CHANGING TIRES BY CHANGING WHEELS ON NON-MOTOR STOP RUN

were being changed, and the tire could be replaced at leisure. The change made while this picture was being taken, is said to have consumed 1 minute 38 seconds; and it is further stated that the longest time required for making a change was 1 minute 45 seconds.

In this connection, it is interesting to know why it was necessary to change tires only during the time between 10 o'clock in the morning and 4:50 in the afternoon, and why at no time during the whole of Saturday night, or the 7 hours 20 minutes from the last change of tires from Sunday afternoon until the completion of the run early Monday morning, there was no wear or any reason why changes should be made.

The bed of the Grosse Pointe track is clay. Its surface is covered with a thin sandy crust. When this is raked, sprinkled and rolled, it makes a beautiful surface for speed purposes. Five hundred miles of driving at an average distance of 24 feet from the inside fence, loosened this sandy crust and the action of the tires swept a double path as close as it could be done with brooms. This exposed the clay bed, containing the hoof and sulky wheel marks from trotting races in wet weather. These marks had no effect upon the tire so long as the morning dew remained upon the track surface, but just as soon as the sun evaporated this moisture, leaving every edge sharp and clean, the car would no longer slide on the turns, but was gripped to the track as securely as it would have been on a cement surface. In taking the turns too fast, when the tires could not hold the car from sidewise motion, it would produce that effect known as "chattering." In other words, the car would move sidewise by a succession of short, sharp jerks,

instead of with an easy sliding movement. It can easily be imagined that this punishment very quickly removed the rubber tread, and exposed the layers of fabric composing the body of the tire. As soon as this appeared, a change was made to prevent an accident marring the run.

The last tire change was made at 4:53 Sunday afternoon. It was thought at that time that the tire on the left rear wheel, which was worn perfectly flat on the tread, and apparently had less than 1-16-inch of rubber left over the fabric, would have to be replaced within 25 miles. The car was consequently stopped at 25 miles, when an examination

showed no appreciable wear since the previous examination, and strange as it may seem, although the car was stopped every 25 miles, from 5 o'clock on to midnight, this tire, as well as the other three, showed not the slightest apparent difference after the 7 hours' use.

Aside from the theory that the moisture coming in off Lake St. Clair and softening the hard clay surface of the beaten path, the Packard men are positive that the difference in the condition of the track could be detected with every 15 minutes from broad daylight to pitch darkness. There was then an easier feeling when the turns were made.

Instead of the tires

being gripped by the hard clay surface, they would slide freely. In all probability had the day been slightly foggy or even cloudy, one set of tires would have sufficed for the entire 1,000-mile run, whereas three sets were used.

BIG PARADE FOR SYRACUSE

Syracuse, N. Y., Aug. 22—A feature of the entertainment of visitors at the New York state fair at Syracuse in September and those attending the trades excursions into the city under the auspices of the chamber of commerce, will be a big automobile parade. H. W. Smith of the Automobile Club of Syracuse and a member of the St. Louis touring committee, has the arrangements for the parade in charge. The parade will include machines sent for exhibition. Manufacturers throughout the country are to be invited to send their best machines here in competition, the committee or some judges selected by it to pass upon the comparative merits of the machines entered. The event will be one in which it will be to the advantage of makers to be represented inasmuch as their products can be not only advertised by means of the competition, but can be shown both at the fair and in the parade. The city will be brilliant with electric lights. Extra efforts will be made in this direction by the chamber of commerce and the co-operation of the Syracuse Lighting Co. is promised to make the arrangements a success. Every merchant is to be asked to turn on every light in his place that will serve to help in the street illumination and do as much in the way of extra lighting as he will. The mayor and other city officials will have an active part in the arrangements.

CARNIVAL AT LONG BRANCH



DRINKING CHAMPAGNE IN BOWMAN'S NON-MOTOR-STOP RUN CLEMENT-BAYARD

LONG BRANCH, N. J., Aug. 21—The experiment of a seaside automobile carnival as a relief from the mid-summer dullness, which the tireless Senator Morgan conceived and carried out with the hearty and liberal cooperation of the hotel keepers and summer residents, has been a success. The tradesmen and the owners of cars with pretensions to speed gave the affair encouraging support, and the butterflies of the game came forth with automobiles decked with flowers to contribute the spectacular.

The show exhibit presented enough variety of makes to afford the summer convert to the game an excellent range of selection. The attendance at the show was fair. It would have been larger had those in charge of the exhibits been more conscientious in being on hand to answer questions. Outside demonstrations and missionary work at the hotels were the excuses offered; but it is to be feared that the summer girl and the joys of seaside life were temptations not too strenuously resisted. Still, most of the exhibitors made enough sales to cover the expenses of the week and all declared themselves well satisfied in having been represented and from an advertising standpoint. All agreed that it had been demonstrated a good business policy to leave the dull city and seek trade where were life and money. With a chain of carnivals and summer shows at the various outing centers like Newport, Saratoga and the Jersey coast promoted next season it looks as though it would receive liberal support by the trade, racing men and summer residents.

Straightaway racing in the public highway, especially with the insufficient policing a summer resort affords, is risky. Fortunately good luck was with the promoters and no casualties or accidents were reported either at Long Branch or Spring Lake. With more thorough safety precautions in the way of barriers and guards straightaway racing might not be too dangerous for promotion as features of resort carnivals, where permission for them is easily obtainable.

With a track near at hand like Elkwood park, such as Long Branch had and Newport

and Saratoga have, the racing problem would be solved. The gymkhana contests formed appropriate features of the track meet and interested the summer butterflies of fashion as much as the speed battles.

The trio of non-stop record makers on hand attracted much attention during the week. Tom Fetch was on hand all the week with the Packard 1,000 mile car and F. A. La Roche was at Spring Lake with the St. Louis Darracq. The Clement-Bayard was, of course, in daily evidence.

Again Senator Morgan has scored a hit and laid a foundation for something bigger and better next year at Long Branch and perhaps elsewhere.

LAST DAY AT ELKWOOD

Long Branch, N. J., Aug. 18—The crowd at the second day of the Elkwood Park track races was even larger than it was yesterday. The summer colonists had evidently liked the sport of the day before and told their friends too. There were on hand horse drawn equipages by the dozen and automobiles by the score, and there was a fairly well filled grand stand besides. There were some good track races, though the 2-mile pursuit style contest between Harry Harkness and E. R. Thomas's driver for the challenge cup, carded as the day's feature, fizzled in the first mile through the breaking of the gear case of the Harkness Mercedes.

It was the gymkhana races, however, which made the hit of the day and set the women laughing and clapping. These contests are capable of much elaboration and would make an acceptable wind-up to regular race meets.

In each of the three cars there was one or more ladies. Frank Sibley had Mrs. F. A. King and Miss Louise Corwin in his canopy topped Berg. With Richard Newton in his Autocar was Mrs. Newton, and H. R. Lounsberry, Jr., had Miss Anita Keene as a passenger in his Meteor.

There were four sets of "stunts." The scoring was by points—five, three, one, in each. The first round a mile was covered and then hurdles on the homestretch were completely encircled en route. Mr. Lounsberry was thus landed by 50 yards from Mr. Newton, in 2:54 1-5.

The second "stunt" was a quarter-mile race winding up a-straddle of the finish line. Mr. Lounsberry again was the victor, coming to a stop with front wheels beyond and rear wheels behind the line without having to back or pull up.

A mile ride followed, a lady in each car carrying a glass filled with water. Mrs. Newton spilled the least water and won, Miss Anita Keene second.

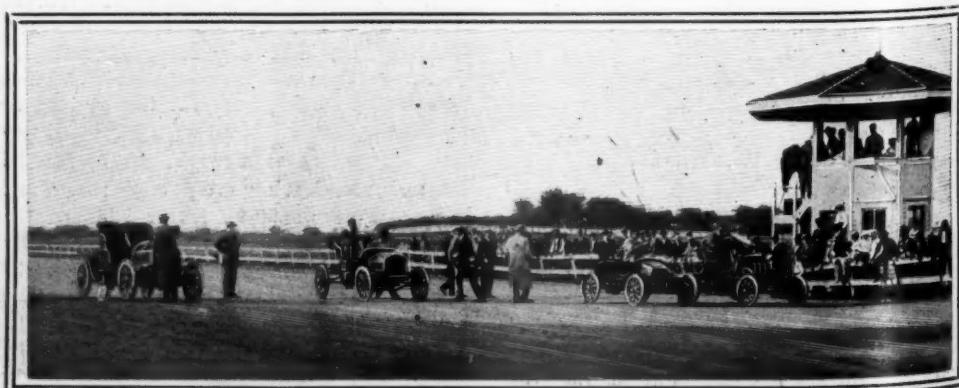
The fourth heat was a contest of millinery and toilet expertness. The game was for the ladies, while the car was being driven at full speed, to remove their hats and veils and restore them before the end of a quarter of a mile was reached. It took a jury of four ladies—Mrs. A. L. McMurtry, Mrs. A. H. Funke, Mrs. E. E. Hawley and Mrs. George A. Bunker—to settle the momentous question of the winner. Miss Louise Corwin was finally decided to have replaced her head gear most neatly and effectively. When points were summed up Mrs. Lounsberry, Miss Keene and the Meteor had won, with the Berg and its bevy of beauties second.

In the racing end of the afternoon's sport the E. R. Thomas Mercedes practically walked over for the challenge cup, going the 10 miles in 10:40.

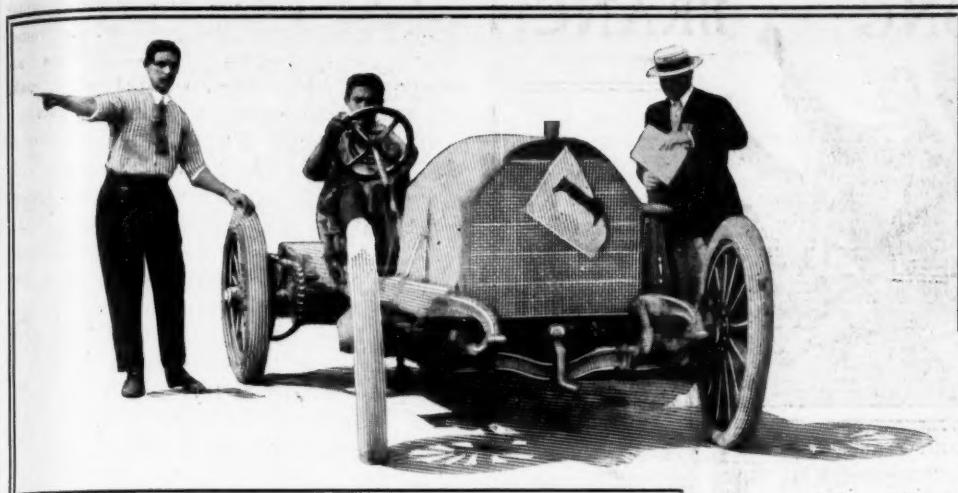
Joe Tracy easily added another to the string of Royal victories in the \$2,500 to \$5,000 class, covering the mile in 1:19 with Charles Greuter, Matheson, second, in 1:26, and F. W. Lord, Pope-Hartford, third in 1:34.

In the \$650 class, R. G. Howell beat P. L. Harvey by two lengths after a fine struggle, the time of the little runabout being 2:20 2-5.

Richard Newton, Autocar, won the 5-mile handicap from the 4-minute limit mark in 8:09 1-5. Joe Tracy, Royal, with a minute start beat out the Thomas Mercedes, which was on scratch, for second place in 6:17 3-5, actual time. Hawley drove the Mercedes in 5:26 3-5, actual time.



STARTING A 10-MILE HANDICAP AT ELKWOOD PARK



HARKNESS, HIS MERCEDES AND HIS MECHANICIEN AT LONG BRANCH

Mrs. C. C. Miller scored a victory over Mrs. A. L. McMurtry in the match race for electrics by a margin of a quarter of a mile in 3:06. Both drove Pope-Waverley runabouts.

LONG BRANCH PARADE

Long Branch, N. J., Aug. 20—Rain in the morning and threatening weather around noon somewhat dampened the enthusiasm of those who had planned to decorate their cars elaborately and compete for the many valuable cups that had been offered as prizes in the floral parade which wound up the automobile carnival today so far as outdoor sport went.

Around starting time, however, the clouds cleared away and the afternoon was all that could be asked. The parade was headed by a band in one of the big Mack excursion automobiles from Asbury Park and followed by the decorated cars; a score of automobiles fell in behind and the parade started. It soon developed into a brisk run up the coast as far as Seabright, back to Hollywood and then down the shore to Elberon.

The scattered fragments of the parade were finally gathered before a grand stand in the West End hotel grounds, when the distribution of the prizes took place. Here President Scarritt, of the A. C. A., was installed as orator of the day and master of ceremonies. Addressing the multitude in carriages and automobiles below him, the Demosthenes of automobiling charmed the throng with his silver tongue. He told of the revolution the automobile had wrought, the fight for justice and the battle for good roads. Mr. Scarritt had a neat little bit of witticism and jolly talk to each winner along with the cup he bestowed. The prices awarded were as follows:

C. C. Miller, Durkopp, best decorated car; Mrs. C. C. Miller, Waverley electric, most grotesquely decorated car, vegetables of all sorts and summer fruits covering it; F. A. Hearn, Buffalo, electric, most originally decorated car; Mrs. Richard Newton, Autocar, best decorated car driven by a lady; Sidney B. Bowman, Clement-Bayard, special cup for non-stop run; Mr. C. C. Miller, Studebaker, general merit; C. C. Miller, Wood's brake, general merit; H. Armour Smith, Panhard, best appearing four passenger car; Worthington Automobile Co., Berg and Meteor, most liberal and enthusiastic patronage of carnival; Mrs. C. C. Miller, gold medal for best decorated car fitted with Continental tires; Mr. and Mrs. Miller, best decorated cars fitted with G. & J. tires; Packard Motor Car Co., of New York, greatest number of lady guests.

After a hard night's drive through a storm the Clement-Bayard car fitted with Continental tires, which had been running during the carnival, for the most part over a 23-mile course between Spring Lake and this city with occasional inland incursion, was stopped at 3:14 o'clock this morning after a non-stop run of 2,052 3-8 miles. The distance was covered in 112 hours 44 minutes, which would seem to be a long-distance record. The first 1,000 miles was made in 46 hours 27 minutes and 2,000 miles in 109 hours 22 minutes. The object of the run—the beating of the British record of 2,017 miles made last July by D. M. Weigle in a Clement car—was accomplished.

The start was made Monday morning at 10:24 o'clock from the West End hotel. Sidney B. Bowman, Clovis Bertrand, F. E. Moscovics, and John Meik were the drivers. Once during the run of 4½ days the engine was stopped to save human life. While Bertrand was driving through Belmar yesterday afternoon on the car's seventy-ninth round a little girl suddenly ran out in front of it. The brake and reverse were jammed on and the car brought to a halt with, of course, the engine stopped.

Bowman reported the occurrence to President Scarritt, of the A. C. A., who expressed the opinion held by sporting authorities that the car should not be penalized under such an emergency and declared it to the credit of drivers in such tests that they have always regarded carefully the preservation of human life and limb. In the letter of instructions

President Whipple gave the operators and observers of the La Roche, St. Louis non-stop run he warned them that the car should be stopped whenever human life was in peril. This is recalled as perhaps forming a precedent in a class of contest run without any official rules on the subject.

The good faith of the Clement-Bayard run was attested by the presence in the car of newspaper men and well known automobilists and the open invitation to all to ride who wished, an invitation very extensively accepted. Under these circumstances the genuineness of the run would seem convincing.

SPRING LAKE CARNIVAL

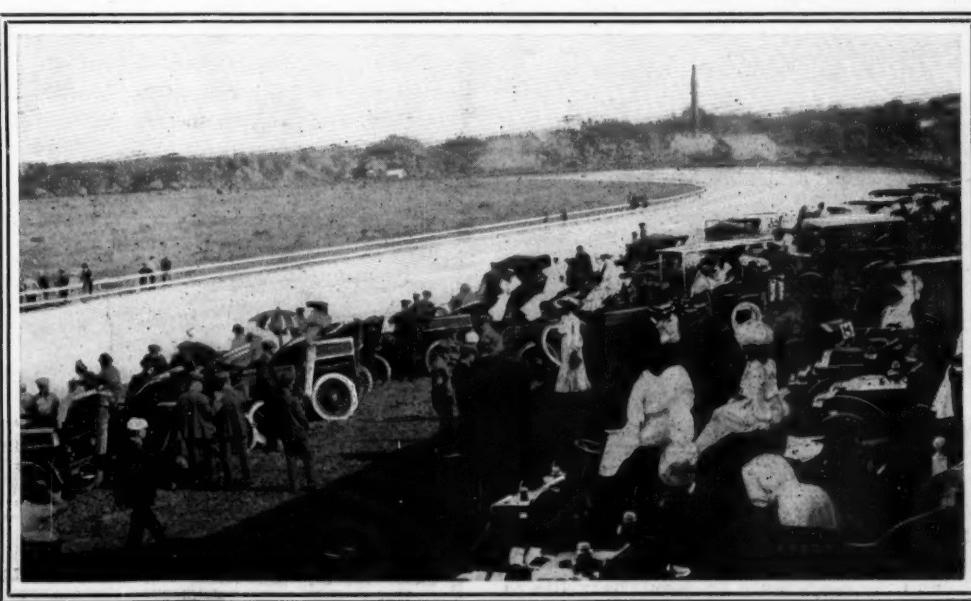
Spring Lake, N. J., Aug. 21—The scene of action of the North Jersey Coast's Automobile Carnival shifted today to this exclusive little resort of fashion. A floral parade and straightaway races had been arranged for as a part of the Spring Lake week's carnival of all-around sport. Senator Morgan was appealed to for help in putting through the automobile end of the program and with all embracing hospitality took the Spring Lake enthusiasts into the carnival. This assured the entries made for Long Branch and Elkwood park and intelligent timing and management.

With so many wealthy summer residents and two great hotels of fashionable patronage, the New Monmouth and the Essex and Sussex, Spring Lake naturally numbered in its transient population many automobile enthusiasts. They entered with hearty good will into the carnival with the result that fully thirty cars were in line, twenty of which had been decorated elaborately with flowers. The parade took place before luncheon and was over a 5-mile course.

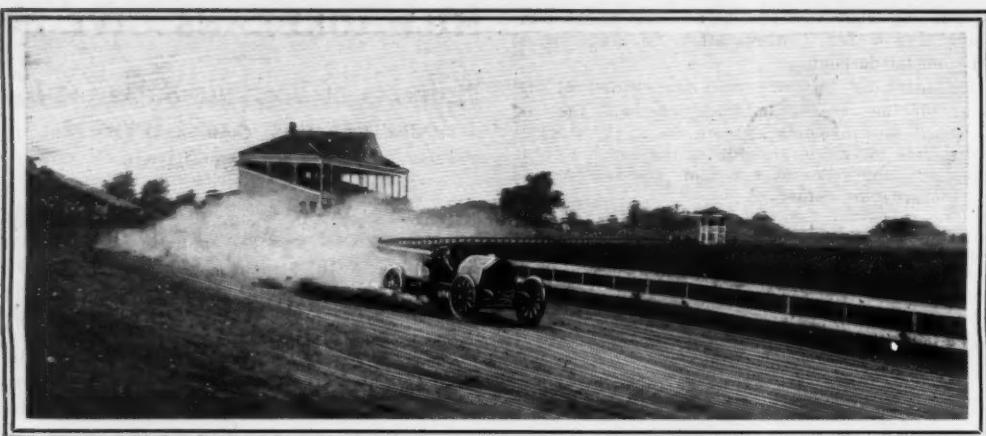
L. E. Wells, who had decked his Winton with 1,500 American beauty roses and placed in front a youngster dressed as a red devil, took the first prize.

Colonel Schoonmaker's Packard, which won second prize, was drawn by a butterfly and had aboard six children dressed in white. White flowers formed the decoration.

Mrs. Riker's Rambler, which won the runabout prize, was completely covered with white chrysanthemums, the wheels and mud guards being entwined with leaves. The other prizes in order were won by Mrs. C. R. Zacharius, Waverley electric runabout; W. G. Schaufelen, Ford, and Mrs. Samuel Heilner, Winton.



THE SPECTATORS ON THE LAWN AT ELKWOOD PARK TRACK



HARKNESS ON HIS 100-MILE RIDE AT ELKWOOD PARK

The races took place on the broad Ocean drive fronting the hotels, club house, and principal cottages. A. L. McMurry was on hand with his timing apparatus, which recorded the time correctly. Unfortunately, however, the local promoters were in a fog of indecision over the exact length of the course. Estimates were placed at a half mile, a kilometer, and $\frac{3}{4}$ of a mile. The latter was probably nearest to being right. Times, of course, under this condition are of use merely for relative comparison.

The race of the day was the free-for-all, in which B. M. Shanley, Jr., with the Vanderbilt 90-horsepower Mercedes and E. E. Hawley, driving E. R. Thomas' 60-horsepower, of the same make, faced the starter. Very unwisely the start was made a standing one, which in so short a spurt left the result a mere matter of luck or skill in getting away quickly. At the jump the Vanderbilt record holder's gear broke and the car stopped before 200 yards had been covered. Hawley continued and finished in 42 seconds.

Charles Howard, Pope-Hartford, won the race for cars from \$650 to \$1,000, beating Harrington Sickles, Cadillac, by 200 yards. No time was taken.

The first heat of the \$1,000 to \$2,500 class fell to E. G. Davis, Franklin, in 1:02, and the second to C. E. H. Stengler, White, in 1:15. Davis won the final by 50 yards in 1:00.

Joe Tracy, Royal, beat Thomas McCarthy, Winton, by 100 yards in 4:80, in the first heat of the \$2,500 to \$5,000 class. H. R. Lounsberry, in a Meteor, won the second heat from E. V. Connett, Phelps. Tracy had the advantage of far greater power in his Royal and tallied Lounsberry in the final, beating him by a length in 1:00. The people thought it great racing. Lounsberry laughed and enjoyed it, too. A lawn party at the New Monmouth wound up the day's festivities.

CUP RACE ASSURED

New York, Aug. 24.—That the Vanderbilt cup race will now be run is positively assured. The supervisors of Nassau county, Long Island, have given formal permission for the contest and will thoroughly police the course at the expense of the American Automobile Association.

Incidental to the granting of permission the course becomes known. It will be 30.24 miles in length, with a .4-mile neutral control at Hicksville and a 1.4-mile control at Hempstead. It is not yet settled whether nine or ten circuits of the course will be made. The course is triangular, starting from Queens, then to Jericho, thence through Hicksville to Plainridge and through Hempstead to the

starting points.

The only entries so far formally made are of two White steamers; two Panhards by Harvey Dueros, and a Fiat by William Wallace, of Boston. Chairman Pardington says that letters are in the mail from the French and Italian clubs authorizing the above representation.

GLORY FOR VINGT-ET-UN

New York, Aug. 22—All previous motor-boat speed records were broken last Thursday at Newport, R. I., when Vingt-et-Un II, the 75-horsepower Smith & Mabley craft, defeated Swift-Sure, owned and steered by Captain Nat Herreshoff, and the Mercedes racer, belonging to H. L. Bowden, of Boston.

The Smith & Mabley craft averaged 25.67 geographical miles per hour, which is the best average any motor-boat has ever made.

The race in which the boats started was over a course of 16 nautical miles, twice around a course of 8 miles. At the finish of the first round Swift-Sure was leading by 8 seconds, while the German boat was 2 minutes 58 seconds behind the others. Early in the second circuit Vingt-et-Un began to gain and when the Jamestown mark was in sight passed the leader. She gained a few boat lengths, but the Herreshoff boat soon began to make up some of the lost ground. However, as her steam had been dropped somewhat she did not succeed in overtaking Vingt-et-Un, which finished the race in 42:58 elapsed time, or only 3 seconds ahead of Swift-Sure. The corrected time for the winner was 41 minutes 22 seconds; 43 minutes 1 second for the second boat, and 46 minutes 22 seconds for the Mercedes. The

winning boat was steered by C. M. Hamilton, a well known amateur yachtsman, and there was only one assistant on board.

During the first round the average speed of Swift-Sure was 25.54 miles an hour; of Vingt-et-Un, 25.38 miles an hour, and of the Mercedes, 21.91 miles an hour. During the second lap the average speed was 25.96 for Vingt-et-Un, 25.74 for Swift-Sure and 22.13 for the Mercedes.

On top of its work in competition, Vingt-et-Un was run from New York to Newport under its own power. She started late Monday from Larchmont, stopping for supplies at Shelter Island and Watch Hill. She left the latter place Thursday and made the run to Fort Adams, 30 miles, in 1 hour 25 minutes.

WHY MADISON MOTORISTS SMILE

Madison, Wis., Aug. 22—There is a good automobile story going the rounds of this city that might be verified by some Milwaukee motorists. Madison is noted for some 30 miles of pleasure drives and several parks that have been procured at a cost of more than \$100,000, all the private subscriptions of members of the Park and Pleasure Drive Association, composed of 700 people. Among these members one of the foremost in every public enterprise is Samuel H. Marshall, who resides a few miles out of the city on one of the pleasure drives. He is, however, such a hater of the automobile that he refused his annual subscription to the association last spring because automobiles were given half days on the drives. The Madison Automobile League, composed of about twenty-five members, all friends and mostly members, also, of the association, in order to secure harmony, agreed not to go on the portion of the drive between Mr. Marshall's home and the city.

Thus peace and goodwill prevailed until last week, when a big car from Milwaukee came to town. It puffed through the quiet little city out on Sherman avenue, over the Yahara steel bridge and whirled in upon the forbidden portion of the park and pleasure drive. Then there was trouble ahead. Within 300 yards the first carriage met was that of Mrs. Samuel H. Marshall, who, by the way, loves an automobile about as much as her good husband. Instantly her horse was turned squarely across the drive and stopped. The gentlemanly chauffeur of the big red car stopped his car and ran ahead to assist. He was firmly informed that he could not pass that way.

"But I will lead your horse by the ear."

"No, indeed," responded Mrs. Marshall, "my horse is not afraid of the car, but this drive is not open to automobiles and you can not pass this way."

The motorist pleaded for right of way, but without avail. He claimed he could not turn around in the drive, but was informed that he would have to do so. Being completely blocked he finally said, "Well, my good lady, I must admit that I admire your pluck, but as I have a party of Milwaukee people on board who want to visit their old friend, Samuel H. Marshall, will you please advise we what road I can take to reach his residence?"

The Madison Automobile League understands that satisfactory explanations and apologies were made all around. At any rate the drive was quickly cleared and Mr. Marshall's friends were royally entertained during their stay in Madison and Mrs. Marshall excelled in her well known hospitality.



E. E. HAWLEY, DRIVER OF THE THOMAS MERCEDES, GETS A MEDAL

A MOTOR CYCLE DERBY

Motor Cycle Club of France Prepares for First of International Challenge Cup Races

An international cup race for motor cycles has been arranged by the Motor Cycle Club of France, after the club had received positive insurance from the authorities of Seine-et-Oise, that the event could be run in that province of France.

A circuit measuring about 34 miles has been selected and will be covered five times. The elimination race for French machines, in which three representatives for France will be selected, is to take place September 11, while the cup race itself is scheduled for September 25. England and Italy have already advised the French club that they would send representatives, and the motor cycle clubs of Belgium and Germany, according to late mail reports, are contemplating taking a similar decision.

The regulations concerning the event are as follows:

Any foreign club recognized either by the Automobile Club of France or the Motor Cycle Club of France may take part in the cup race, and must advise the French club before February 1 each year. A deposit of \$200 is required, which is returnable if at least one representative of the club takes part in the contest. Each club has the privilege of entering three motor cycles. The cup may be competed for any time between June 1 and September 1 each year. The exact date must be selected by the clubs interested before March 1 each year, except this year.

Only motor cycles weighing at the post not over 50 kilograms—110 pounds—empty are permitted to compete. According to the rules of the Motor Cycle Club of France, such a machine when empty may not have any gasoline, oil, water, accumulators, tools, extra parts, or luggage. Machines with magneto are allowed 3 kilograms extra.

The motor cycles must be built entirely in the country whose clubs enter them. Members of these clubs or recognized members of other clubs are allowed to drive them in the race.

A special committee will be named for this challenge cup race. Each competing club has the privilege of naming a delegate and the president of the Motor Cycle Club of France, or his representative, will always be a member of the committee.

The event will be a continual road race over a distance of from 155 to 185 miles. The road is to be chosen by the club holding the cup, and the race is supposed to be run in the country where the cup is held, although the race may always be run in France if desired.

The motor cycle which will have covered the distance of the circuit in the fastest time will be the winner.

In starting the race the first starter will be the first member of the team holding the cup. Then the first members of the respective teams will follow, then the second and then the third in the same order.

In the event of a dead heat for first place between two clubs there must be a runover between these two within 2 months of the time of the race in which the dead heat occurred. In case of a refusal on the part of one to run the race over the other is entitled to the cup.

The cup must each year be awarded to the winning club within 2 weeks after the rendering of the official decision.

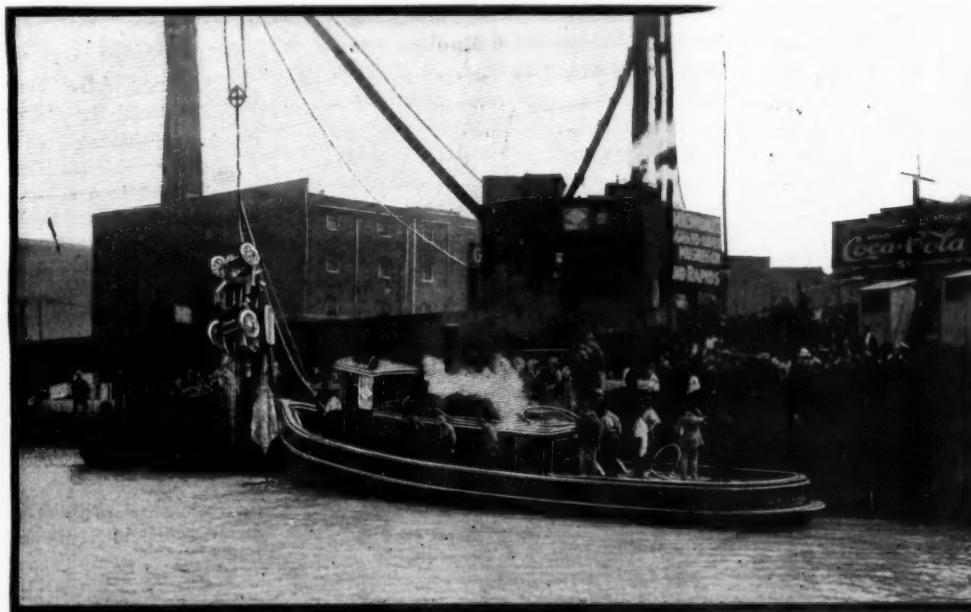
If there be only one club represented at the start of the race a minimum time will then be imposed, within which at least one of the starters must ride to entitle his club to the cup; in event this minimum time is not made the cup reverts to the previous holder.

The expenses of a club team must be paid by the owners of the machines or by the clubs they represent. The expenses of the members of the cup committee will be paid by the respective clubs represented. Expenses of arranging the event each year must be paid by the club holding the cup.

A MIDNIGHT PLUNGE

Chicago, Aug. 22—An unusual automobile accident happened at about 11 o'clock last Wednesday night. An automobile with four passengers fell into the Chicago river, at Rush street bridge, but all were saved within a few minutes after the accident had happened.

R. C. Burroughs, of Chicago, driver of the car; Mr. and Mrs. John D. Willens, from Memphis, Tenn., and A. P. Ganong, from Clarksdale, Miss., were in the automobile, which was on its way to Lincoln park for a midnight drive through the beautiful north side park. The party had left the Chicago Automobile Club and was driving on Michigan avenue towards



PULLING THE BURROUGHS CAR OUT OF THE CHICAGO RIVER

the river. The Rush street bridge is about 10 yards to the left of Michigan avenue and thus the motorists had to make a sharp turn. It happened that just then the bridge was open, but at the same time, it was claimed, the chain which usually is stretched across the street in front of the bridge was not in place. People who were near the bridge shouted a warning to the fast oncoming motorists, but before the car was brought to a stop it was on the edge of the bridge abutment, and an instant later it plunged into the river.

Louis Mohr, a young sailor, who happened to be standing near the bridge, took off his coat and jumped into the water in an effort to rescue the four automobilists. He saved Mr. and Mrs. Willens, while the tugboat Dickinson, which was towing out a steamer, stopped and its crew helped Burroughs and Ganong to get out of the water.

R. C. Burroughs, the driver and owner of the car which made the plunge, died August 23 at the Presbyterian hospital, after having been operated on early in the morning.

MILWAUKEEANS GIVE IN

Motorists of Beerville Submit to Licensing, But Are Given 12-Mile Speed Limit

Milwaukee, Wis., Aug. 20—The Milwaukee Automobile Club and the common council have finally come to terms. Each side concedes something and harmony prevails. The officials agree to increase the speed limit from eight to twelve miles an hour straightaway, leaving it the same as it was at street and alley intersections, four miles. In return the club submits to the license and numbering feature for which the council has held out. The fee is fixed at \$1, which is "for the necessary cost" of recording the number of the motorist. The numbers are to be 4 inches in height and at least 1 inch apart and to be followed by the letter "M" in like size, the designation to be placed in a conspicuous place on the back of the machine. The motorists are given their choice between "a suitable alarm bell, gong or horn." The new ordinance provides that every machine shall be equipped with brakes which will stop it within ten feet when traveling at the rate of 10 miles an hour. To secure a license the applicant must have attained the age of 18 years and must have the full and free use of both arms.

A further provision requires that "no part of the machinery of such automobile, autocar or other similar motor vehicle shall be left running while such vehicle is left standing in any street or other public ground without an attendant in charge thereof." Some of the members insisted that this provision should be eliminated so that the motors might be left

working slowly to prevent freezing, but those of this mind were voted down, and machines must not run unattended.

For the benefit of Chicago and other motorists from neighboring cities who are in the habit of running into Milwaukee, section 6 of the ordinance is presented in full and is as follows:

The provisions of this ordinance shall not apply to automobiles, autocars and other similar motor vehicles owned by non-residents, provided the owners thereof have complied with any law requiring registration of owners of automobiles, autocars and other similar motor vehicles in force in the state, territory, city, district or other place of their respective residences, and the registration number showing the initial of such state, territory, city, district or other place of residence shall be displayed substantially as in the ordinance provided. In all other cases each non-resident owner desiring to operate his automobile, autocar or other similar motor vehicle upon and along the streets, alleys and public grounds of the city of Milwaukee, shall within a period of forty-eight hours after the arrival of such vehicle in said city of Milwaukee apply for and procure a certificate of registration and display the identification number in the manner herein provided.

GLIDDEN TRAVELS WEST

Reaches Milwaukee and Heads for St. Paul—Comments on Poor American Highways

Milwaukee, Wis., Aug. 22—American roads are sadly in need of improvement. That at least is the opinion expressed by Charles J. Glidden, the millionaire motorist of Boston, who spent Sunday in Milwaukee while on his way to Minneapolis and thence westward, across the Pacific and around the world.

For 151 days had this ardent and opulent follower of the sport toured through various civilized countries of the world when he reached Milwaukee. Accompanied by his wife, as enthusiastic a motorist as himself, and his chauffeur, Charles Thomas, of London, Eng., he has gone through seventeen countries and has covered 17,782 miles—the exact number recorded when the machine was stabled in this city.

Mr. Glidden is making the trip in a 24-horse-power Napier touring car. It is the third he has used since starting upon his tour, two exchanges having been made for the purpose of keeping up with the latest designs and models. A complete record of the number of miles traveled in each country since the trip was started has been kept and the automobilist gives the list in alphabetical order as follows: Austria, 627 miles; Belgium, 160; Bohemia, 315; Denmark, 306; England, 2,639; France, 4,565; Germany, 1,546; Holland, 435; Ireland, 1,510; Italy, 508; Scotland, 200; Spain, 30; Sweden, 1,540; Switzerland, 1,097; Wales, 427; United States, 1,582.

A little over a year ago—on Aug. 16, 1903—the party crossed the Arctic circle after a 1,540 mile drive due north in Sweden. His was the first automobile to have proceeded so far north, he says. Mr. Glidden says that for seeing the world economically and at the same time thoroughly, there is no method that in any way approaches automobiling. In America, though, the roads present many added disadvantages over those of European countries, he says. As an example, 2 hours were spent in going over 25 miles of road between Chicago and Milwaukee and he pronounces this road to be by no means as bad as many he has encountered in this country.

The trip, Mr. Glidden declares, has been a liberal education. "It has opened our eyes as nothing else could," he said. "Who would have thought, for instance, that we could travel 1,097 miles in Switzerland without even crossing a single road we had previously passed over?"

The motorist reports delightful experiences in Russia and France, the greatest liberty being permitted in the latter country of any of the European domains. The most restrictions were in Norway, where an outrider, preceding the automobile by about 6 miles, was demanded. This trip was given up.

Even on the trip across the Arctic circle, says Mr. Glidden, while the road was bad, it was not as bad as many in America. Little trouble has been experienced in breakdowns and Mr. Glidden gives his chauffeur considerable credit for that fact. The automobile carries 140 parts for repairs, most of the baggage being shipped ahead. The car is a stock machine with the exception that the tonneau is a trifle larger than the ordinary kind, so that more baggage may be carried while on the road. The tires on the machine, Mr. Glidden says, have been

used over 1,700 miles of road with but one puncture. To show the constant improvement in this class of equipment he says that the first year he was out he averaged one puncture in every 300 miles, the second year one in every 1,100 miles, and this year only one in every 1,400 miles.

Mr. Glidden's plans have been spoiled somewhat by the war in the far east, as it was intended to cross Siberia by rail. The arrangements now include a trip from Milwaukee to Minneapolis, thence over the rails of the Soo line and the Canadian Pacific to Vancouver, special tires having been made for that purpose. At Vancouver the party will ship for Honolulu and the itinerary will then be as follows: New Zealand, Australia, Tasmania, the Philippines, China, Japan, the Asiatic archipelago, including Malay, Borneo, Java and Sumatra, Ceylon, India, Egypt, Palestine, Greece, Turkey, Hungary, Italy, Sicily, Tunis, Tripoli, Algeria, Spain, Portugal and France. The party will return to England and America in 1907. It is expected to spend 250 days more in the machine and tens of thousands of miles will be covered.

AFTER MOTOR BOATS AGAIN

Washington, D. C., Aug. 20—As a result of the recent deplorable accident on the Potomac river during the progress of a regatta, when the naphtha launch Recreation, bearing fourteen passengers, was capsized and ten of the passengers were drowned, Secretary of Commerce and Labor Metcalf will urge upon congress at its next session the passage of the Grosvenor launch bill. The full text of this measure has been published in MOTOR AGE and is doubtless familiar to all who are interested in motor launches. Secretary Metcalf has also arranged with Assistant Secretary Murray to draft certain rules and regulations governing the use of power boats and these will be presented to congress early in the next session with the request that the necessary legislation be enacted at once. In an interview with the MOTOR AGE man Secretary Metcalf expressed himself as being firmly in the belief that all power craft should come under the supervision of the steamboat inspectors and that owners of such craft should be controlled by certain laws and regulations. It is known that President Roosevelt is in thorough accord with Secretary Metcalf on this proposition, and it can be safely said that from their efforts suitable regulations governing small power boats will be enacted before Congress has been in session many days.

AMERICAN CARS IN SCOTLAND

Washington, D. C., Aug. 22—Some very interesting information regarding automobiles in Scotland has just reached Washington, from which it is learned that the growth of this trade during the past 2 years has been rapid. Reliably informed persons say that while in 1902 fewer than 250 motor cars were owned in Scotland, today there are at least 4,000, in daily use. Some types of American cars, both medium and light weight, are selling well and give satisfaction. They seem to meet perfectly the requirements of the trade, and it has been a subject of comment that so few American makes were seen at the recent Edinburgh show. The conditions of the trade in Scotland do not differ materially from those obtaining elsewhere. Power, weight, speed and price being suitable, solidity of construction is one essential and a trim, pleasing appearance another. The trade is in the hands of agents.

VETERANS PROVE GAME

G. A. R. Members in Encampment at Boston Urge Motor Car Paraders into Lively Scorch

Boston, Mass., Aug. 19.—A unique automobile parade was held here yesterday, when fully 400 motor cars, including almost every style of gasoline and steam vehicle, conveyed more than 1,000 Grand Army of the Republic veterans and some of their friends to Concord.

During the past 2 weeks efforts had been made by those having charge of the G. A. R. festivities to secure as many automobiles for the occasion as possible. Twice the number available could not have filled the requirements. It thus became necessary to permit only delegates to the encampment to ride in the cars.

Thousands of people were lined near the starting point and all along the route. Seldom was such enthusiasm seen in Boston and it certainly pleased the old soldiers as they saluted and waved their hats and cheered. A silk emblematic banner with yellow streamers was carried by each car.

The motor cars were divided into two divisions, the first being led by Elliott C. Lee, president of the Boston Automobile Club, while the second section was led by Leonard Ahl. All through Cambridge there was continual cheering. After the crowded districts were passed and the danger of accidents became less, faster driving began and this soon turned into scorching. The parade was in a minute changed into a big throng of impromptu racers.

It is regrettable that such a thing happened, for, while the old war leaders seemed to enjoy the fast going much more than the moderate and lawful driving, a great many people believe that besides spoiling the general appearance of the procession, it also made a number of enemies. The fast driving also had its effect upon the tires, and there were many punctures and blowouts; but no breakdown of machines.

Shortly after 1 o'clock the first division started and at a quarter after 2 the first cars arrived at the town hall in Lexington. The little town was in gala attire and it seemed as if all its inhabitants, from the smallest children to the oldest men and women, had lined the sidewalks and were waving something as a sign of pleasure and as a salute to the white haired veterans.

In Concord the scenes were similar. Old townpeople could not recall having seen such a crowd in the streets of the peaceful locality within many years. As in Cambridge and Lexington stops had been made at various places along the route—in front of monuments or at places which recalled events of the revolutionary war. However, these stops did not meet with the general approval of the old soldiers. Said one: "We don't get an automobile ride every week, so let us have all we can get. We know all about those battle fields and monuments, and we love them. But just now we want a good ride."

Several times along the road cars were seen to be driven at a fast rate of speed, almost side by side. Those in the cars liked the sport and encouraged their respective drivers to "hit'er-up." The fun was great when one car would pass another after a mile or more of side-by-side driving.

In Concord a stop was made at the old

Wright Tavern, and a punch was served to the soldiers over the same bar at which Major Pitcairn drank his toddy in 1775. Then the home trip to Boston was started, by way of Lincoln, the woods at Walden pond and then through Waltham. The people in the latter town came out in large number and greeted the G. A. R. members heartily. The bells of the churches rang at the approach of the parade. Boston was sighted at about 5 o'clock, and soon the first cars were in front of the Vendome hotel. The last ones arrived at about 7 o'clock.

It had been a memorable day for the veterans, the Bostonians and the automobilists of Boston and other localities which had taken part in the parade.

CREST CREDITORS LIBERAL

The Crest Mfg. Co., of Cambridge, Mass., is in financial trouble and has submitted a proposition to its creditors, by which the company intends to liquidate or reorganize, depending upon the acceptance or refusal of the proposition by the creditors. It is suggested that all of the 178 small creditors, including all those to whom less than \$250 is due, be paid in full. This means \$10,112.69. The other creditors are to be given notes payable in 6 or 9 months, which will bear 6 per cent interest. H. W. Lamb, who is the heaviest creditor, being due \$37,000, has agreed to withdraw his claim until all the other creditors are paid. The assets of the company amount to \$93,000, while the liabilities aggregate \$87,612. Lack of capital is the principal reason for the momentary embarrassing condition of the company, and it is said that a satisfactory arrangement will be made with the creditors, some of whom have already accepted the company's proposition.

PITTSBURG MARKET GOOD

Pittsburg, Pa., Aug. 22—The market for automobiles in Pittsburg this season has been rather out of the ordinary in the kind of vehicles bought. Two classes of automobiles have been purchased widely, the light runabouts and the very heavy touring cars. Between these two extremes the market has been somewhat inactive. About 125 machines have already been sold. It is to be noted that some of these are very high speed machines and all previous speed records on the Serpentine course as well as on the boulevards have been broken. Many second hand machines have been sold also. The market for these, however, is not so good as last year, owing chiefly to the bad condition of the country roads. Country towns furnished most of the buyers for such machines last year, but this year many dealers have shipped their second hand stock to Chicago and realized more on it than they could get at home.

RECENT INCORPORATIONS

New York—Sultan Motor Co., capital \$200,000; to manufacture automobiles. Directors Henri de Buren, Nelson Bliss and H. V. Rutherford, New York.

Kearny, N. Y.—The Newark Pneumatic Proof Tire Co., capital \$25,000. Incorporators Henry Willoughby, Jr., John Millar and Edward K. Patterson.

Springfield, Ohio—The Laminated Auto Frame Co., capital stock \$10,000. To manufacture laminated wood frames for automobiles and other vehicles.

ELLIS ON SECOND TRIP

Starts for Chicago-New York Record Early Wednesday Morning on 46-Hour Schedule

Chicago, Aug. 24—At 2 o'clock this morning, upon the signal of Assistant Secretary R. W. Spangler, of the Chicago Automobile Club, and a pistol shot fired by Dr. J. B. Weinstraub, an enthusiastic Chicago motorist, and member of the club, Jerome A. Ellis started on his second Chicago-New York record breaking trip, in the big 60-horsepower Apperson car, in which he had previously started with A. G. Schmidt, on a similar journey.

There were fewer than a dozen people at the club house at the early morning hour to give the prospective record holder a last greeting, but the few who remained at the house all night and among whom were Elmer Apperson, Dr. J. B. Weinstraub, Jack Fry, E. C. Cobe, George Ellis, Henry Ellis, R. W. Spangler and a representative of MOTOR AGE, gave Ellis a hearty send-off.

"I christen thee the Rocket," said Dr. Weinstraub, a few minutes before the start, as he broke a bottle of champagne on one of the front springs.

Elmer Apperson and Jack Fry took seats with Ellis and went as far as South Bend, Ind. A. G. Schmidt will join Ellis in Toledo, O. The record attempters hope to reach New York at midnight Thursday, August 25. Weehawken is on the Hudson, opposite New York, and has been selected as the point of arrival, as there is sometimes a delay of half an hour before a ferryboat is started.

Ellis and Schmidt started on their record trial July 27, but gave up at Olean, N. Y., the next day, although they were ahead of the previous best record. The roads were in frightful condition, owing to several days of rain, and while the Chicagoans could probably have arrived in New York in record time, the gain would have been so small that they decided not to continue. They are confident of having better luck this time.

Ellis is traveling on a carefully-prepared schedule, which foots up 1,050 miles and allows 46 hours for the trip, as follows:

Locality	Distance, miles	Leaving Time
Chicago		2:00 a. m.
South Bend, Ind.	110	6:15 a. m.
Goshen, Ind.	25	7:15 a. m.
Kendallville, Ind.	37	8:30 a. m.
Bryan, O.	50	10:45 a. m.
Toledo, O.	60	1:00 p. m.
Fremont, O.	50	3:30 p. m.
Norwalk, O.	32	4:30 p. m.
Elyria, O.	34	6:00 p. m.
Cleveland, O.	32	7:00 p. m.
Painesville, O.	40	9:45 p. m.
Ashtabula, O.	26	11:15 p. m.
Erie, Pa.	50	1:30 a. m.
Dunkirk, N. Y.	60	3:15 a. m.
Buffalo, N. Y.	46	4:30 a. m.
Batavia, N. Y.	38	6:45 a. m.
Geneseo, N. Y.	30	8:00 a. m.
Bath, N. Y.	60	10:30 a. m.
Corning, N. Y.	20	11:15 a. m.
Elmira, N. Y.	15	11:45 p. m.
Owego, N. Y.	35	1:00 p. m.
Binghampton, N. Y.	28	1:55 p. m.
Delhi, N. Y.	75	4:30 p. m.
Kingston, N. Y.	71	8:30 p. m.
Newburg, N. Y.	34	10:00 p. m.
Weehawken, N. Y.	50	12:00 m.

At 5:45 this morning the three motorists arrived in South Bend, Ind., having made the run from Chicago in 3 hours 45 minutes, which is 20 minutes faster than the time required by Ellis and Schmidt when they made their first attempt to lower the Chicago-New York record.

After stopping 10 minutes the journey was resumed by Ellis and Apperson, who arrived in Waterloo at 8:40, and at Toledo, O., at 1:30 this afternoon, being then 1 hour 5 minutes ahead of their previous record. After a stop of 30 minutes the start for Cleveland was made, but with Schmidt driving the car instead of Ellis. At 3:45 a telegram was received from Clyde, O., stating the tourists had reached that Ohio town, in fine trim and with increasing hope of being successful.

Cleveland was reached at 7:05 in the evening, being then only 5 minutes behind the schedule upon which the car is traveling, but well ahead of the previous record made on the first unsuccessful attempt.

FOLLETTE PICKS HIS CAR

Milwaukee, Wis., Aug. 22—Governor Robert M. La Follette has purchased the automobile in which he proposes to glide through the state making campaign speeches en route. It is a two-cylinder, 20-horsepower Winton touring car and was formerly owned by Louis Allis, of this city. The car was purchased this week from the Bates-Odenbrett Co. While the governor will be sufficiently equipped for his journeying, the machine being suitable for all purposes required, he will not be irritating "God's patient poor" by flashing upon them a machine too resplendent with fine fixin's to suit the taste of the farmers. At least that appears to have been the idea the campaign managers had in mind in making the purchase. Everything will be shipshape, even to the two new \$83 lamps, but at the same time the automobile will not be so elaborately trimmed and outfitted as to invite adverse comment from the element so often willing to volunteer it.

The governor's itinerary on his automobile tour of the state has not been announced, but it is said by campaign managers that the delay will be short. Doubtless the time intervening until the first speeches are made will be spent faithfully in mastering the intricacies of the automobile. La Follette managers are said to be laying in material for a good repair kit so that evil designs upon the tires on the part of any emissaries of the enemy may be frustrated.

HELD ON TOO LONG

Milwaukee, Wis., Sept. 20—J. H. Nibbelink, chief electrical engineer of the Nordburg Mfg. Co., is the central figure in a remarkable escape from death which suggests careful consideration of how long a motorist should hold to his machine after an accident which robs him of control. Nibbelink's machine got away from him while he was descending what is known the Chicago road hill. There is a plank bridge at the foot of the decline. The automobile swerved when the bridge was struck and went over the side. Nibbelink remained at his post until in midair when he was thrown headlong with the machine following him. Headfirst he went to the bottom of the creek in the mucky bottom of which his head stuck with his feet in the air. The water was 4 feet deep. The machine landed on him, pinioning one of his arms to the bottom. A farmer who witnessed the accident, Walter H. Kluck by name, waded in and pulled Nibbelink out not many seconds too soon to save his life. He was not injured beyond a few cuts and bruises about the face and head. Motorists of Milwaukee are discussing the accident from the standpoint of what is the best rule to follow in emergencies of this character.

ALL SORTS OF MOTOR CAR TOURS



STUCK IN AN ILLINOIS DITCH

APPROACH TO SHAWNEETOWN FERRY
INCIDENTS OF DUNCAN R. DORRIS' NASHVILLE-ST. LOUIS TRIP

BOARDING FERRY AT SHAWNEETOWN

MADE SPLENDID RECORD

Just before sunset Wednesday afternoon of last week the St. Louis motor car—St. Louis Tour, No. 127, A. A. A.—rolled back into Nashville, Tenn., after having completed a round trip to St. Louis. This car has an unusual record. In 1903 it took part in the Pittsburgh endurance run; during the fall and winter it was used in a livery service, and it completed last week a 700-mile run over awful roads, traveling for more than a hundred miles through a strip of Kentucky in which there had never before been an automobile. This last trip gives the car a first-class A. A. A. certificate, the long distance touring record out of Nashville, and it has the distinction of being the only local car which ever got 300 miles from home and came back under its own power.

Going up the car carried Duncan Dorris, its owner; J. C. Symmes, M. S. Pilcher and the Nashville correspondent for MOTOR AGE. Coming back only Mr. Dorris and the newspaper man made the trip, and, wonderful to relate, the round trip was made without a breakdown of any kind in the machinery and without a single puncture. To the stay-at-homes this may not seem noteworthy, but to those who have tackled Kentucky and southern Illinois roads it is little short of marvelous.

Pioneering through Kentucky almost everything in the line of roads was tackled. The fly-wheel guard was twice carried away through being hit by rocks, once the car stuck in the middle of a deep stream which had to be forded, twice the car was stalled in the sand on the Kentucky side of the Shawneetown ferry, and once in the mud on the Illinois side. Most of these incidents happened on the trip to St. Louis.

Coming back a better road was located through Kentucky, but even at that the car fought mud for a day and a half through southern Illinois, was ditched once in this section of the country, and at another time had to jump a town hastily to avoid the arrest of the driver for fast running. Back through Kentucky the run was made without incident, except that between Nortonville and Hopkinsville late one night the machine was stalled in an ocean of sand and it took two mules to get it out onto the hard going again. The 700-mile trip was made in slightly less than 7 days.

AROUND THOUSAND ISLANDS

Mr. and Mrs. Anthony Will, Mr. and Mrs. Edward Seiter, Mr. and Mrs. Duane Millen, and son, and Mrs. Davis of Port Byron, N. Y.,

arrived in Syracuse at 5:30 o'clock Tuesday afternoon after an automobile trip of about 350 miles to the Thousand Islands and return. On the way back a remarkably fast run was made from Selkirk on Lake Ontario to Cicero, the distance of 33 miles being covered in 1 hour 30 minutes, which is considered record-breaking time over heavy roads. In two heavy Winton cars the party left Syracuse, a week ago Saturday at 7:30 o'clock in the evening. The route was by way of Cicero, Brewerton, Central Square, Adams, Watertown, and Clayton. One machine was operated by Mr. Will and the other by Mr. Millen's son. Clayton was reached in the evening and the trip was made without incident. Leaving the machines there the party boarded a steamer for the islands. There they met H. W. Smith of Syracuse and were taken in his launch for a 50-mile trip around the islands and down the St. Lawrence. Tuesday morning they started back to Syracuse and the route was by way of Sackett's harbor, Henderson harbor, Watertown and Selkirk, thence through Brewerton and Cicero again. Leaving Selkirk Mr. Will encountered a fine stretch of gravel road and for the first time on the trip tried speeding. Mr. Millen followed in close pursuit, doing a number of very fast miles.

FOUND BAD ROADS

Four Providence, R. I., men recently returned from a long trip in a Peerless, and while they were bumped about over roads that might have been there when Hendrik Hudson was cruising on the river which afterwards bore his name, in his yacht Half Moon, and while they slid down hills and were otherwise embarrassed, they had an excellent tour. The four men were Henry O. Potter, H. G. Martin, F. L. Chase and Pardon Miller, and they covered about 1,600 miles. Starting from Providence they went to Worcester and from there to Springfield, Mass. The roads between these cities are regarded as the very best, and they found nothing to cause them worry. From Springfield they went to Hartford, Conn., and as Hartford is a pleasant city and a place where automobiles are liked so well that they are manufactured by the depraved inhabitants, the four tourists remained there over night. The tourists went to New York the next day, and spent a great deal of time in going all over that big city with its attractions. They did not neglect Coney Island and Far Rockaway, and to put a good finish to several days' sightseeing they went to At-

lantic City. After taking a walk along the board walk and a plunge in the surf the four started for Philadelphia. They returned to New York and then started up the east shore of the Hudson river for Albany. Now, everybody who has ever attempted to go up the Hudson in an automobile knows that the west shore has the best road but the poorest scenery, and as these travelers from Providence had confidence in their machine and wanted to see the best that there was they chose the east shore and got all that they wanted. At times the sand was so deep that the wheels would be down to the hubs, and at other times the rocks were so large that they threatened to take off parts of the engine which were nearest the ground. All of these delightful conditions they found on hills that were good things in themselves. But when they felt discouraged one of them would say, "Well, boys, this isn't asphalt, but say, look at the scenery." And the scenery was certainly glorious. Albany was reached eventually, and then away they went for Saratoga. For 4 or 5 days the tourists traveled all around this famous resort. They went to Lake George, part of the way over a corduroy road, which makes an automobile act like a corn-popper, and there they viewed all of the picturesque surroundings with all the more appreciation on account of the hardships that they had endured in getting there. Back to Albany, and then across the Berkshire Hills in Massachusetts, over roads which had been washed with rains for over 24 hours. They met a White steamer with a party of four struggling along over one of these roads and the Providence men shouted to them, "You've got something ahead of you, all right," referring to the terrible mud and wallows. "That's all right," came the cheerful response. "We've left something behind us," and that "something" proved to be the worst stretch of road encountered during the entire tour. But they were fortunate enough to escape accidents, and they arrived in Springfield, Mass., very tired but still enthusiastic.

TOURING NOTES

L. G. DeCamp, a Watertown, N. Y., insurance agent, has returned from a 4-weeks' trip through the state of Michigan in his Rambler car. His machine was brought back in first class condition and the owner reported a most enjoyable trip.

Mr. and Mrs. Petit of West Newton, Mass., made a trip from their home at that place to

Casper Island, near Potsdam, Pa., in their automobile to attend a wedding.

Mr. and Mrs. Howard Gould of New York city, who are touring in their automobile, arrived at the Hotel Frontenac, Thousand Islands, and will spend some time at the hotel.

Excursionists are busy going in and out of Pittsburg in new automobiles. Thomas McGinley shipped his Pope-Toledo to Philadelphia and will make a tour of eastern Pennsylvania and New York from there. W. A. Wenon will go to Cleveland and Buffalo in a Pierce Great Arrow. Dr. Guy Smith of Rochester, Pa., has started on a 1,300-mile trip around the lakes in a model B Cadillac. G. D. Thompson of Crafton, Pa., will go to Niagara in a White touring car.

CENTRAL NEW YORK TOURING

Automobiling through New York state, of which Syracuse is the center, is at its height, but the past few nights have been found disagreeable to tourists because of the cold. The low temperature through the valleys have made starting out early in the morning even unpleasant. Ideal roads and ideal weather have called many drivers from Binghamton and surrounding cities in the past 2 weeks to revel in the delights of a skim over the fine roads. From Pennsylvania and from New Jersey tourists are arriving at cities in the southern part of the state nearly every day, the roads to the south being somewhat better than those in the northern part of the state. Automobilists from these states have learned that New York state excels any other state in the east in beautiful scenery, in goods roads and in other incidentals that go to make automobile traveling a comfort and a pleasure. Roy W. Whipple of Binghamton, with a party of friends, has just returned to Syracuse after a trip through the state, including a tour along the Hudson river. He said that so common have automobiles become within the past 2 years in the farming regions that the farmers, with their wives and their farm hands, who were formerly antagonistic, now welcome the parties. The hissing of the exhaust has lost its terror to the farm horses, and instead of panics among live stock, as was once the order, little or no fright is now shown. Instead the hand of good fellowship is extended in a warmth of hospitality that makes the driver feel welcome. No driver in Binghamton is better acquainted with the best routes for a pleasure trip than is Mr. Whipple. With his party he left Syracuse 15 days ago, going to Oneonta, thence to Cooperstown, and from there to Albany. At Albany the party crossed the Hudson, and for a distance of 60 miles enjoyed a trip down the banks of the river. From Kingston the party went to Delhi and from Delhi back to Binghamton. Mr. Whipple and his companions speak enthusiastically of the trip. The roads were in fine condition. The weather was of the best and the scenes as bright and as fair as could be wished for. The hop country with its green vines rising on well kept farms, with the towering mountains in the background, made up a picture that was beautiful in every detail. No party has yet made a trip without encountering interesting experiences. Among the amusing incidents that added to the pleasure of the Whipple party's tour was one at Pine Hill. In a cool shady nook by the side of the road and at the foot of a large hill, the party stopped to rest and to enjoy the cool air wafted from the dense woods. Trudging

along the road and kicking up the dust there came towards them a farmer boy not more than 10 years of age, whose suit of overalls and air of importance caused much amusement even before he began to talk.

"Say, I guess you is broke down, isn't you?" he said, as he inspected the machine with a critical eye.

"Yes, I guess we will have to walk back," responded one of the party.

"Why don't you ask me to fix it? I does all that kind of work for men who come through here with machines. Haven't you ever heard about the little feller that fixes those things? My name is Eddie Gardner. Guess you'se only rented this machine, or you'd know me, all right; they all know me. All I have to do to fix you up is to cool off the machine by putting fresh water into the boiler. I get a quarter for doing it." And with the air of a general superintendent the boy came closer and scrutinized every part of the car. He was allowed to earn the quarter and his laugh of satisfaction as the machine started attested to his confidence in his ability to set automobiles right.

DANGEROUS MOTORING

Recently four enthusiastic motorists from Baltimore, Md., went from that city to Cumberland, only 142 miles away, in about 13½ hours. The motorists were Fred C. Blanck, Christopher R. Wattenscheidt, Rudolph and Christopher Lipps, and they started on their journey at 8 o'clock in the morning in a 24-horsepower Thomas touring car. They attempted to break previous records and succeeded, as they arrived in Cumberland at 9:30, evening, having accomplished the feature no other car had yet made, to make the journey in less than 1 day.

MONTREAL TO BUFFALO

Robert N. Ahern and Robert Stephenson and a driver recently made a trip from Montreal, Canada, to Buffalo, N. Y., covering 375 miles in 21 hours 20 minutes, actual running time. Between Montreal and Toronto, Canada, the clay roads made motoring very difficult and the car skidded most of the time; it even started to rain and this lasted several hours, making it still more dangerous. Four times Ahern lost his grip on the steering gear and each time the car ran into a ditch.

OMAHA EASTWARD

Four motor enthusiasts from Omaha, Neb., arrived in Washington, D. C., last week, having traveled 5,000 miles since June 28. The automobilists, Mr. and Mrs. C. E. Wilkins, L. R. Bostwick and R. C. Russell, visited Chicago, Buffalo, Albany, Boston, Portland, New York and Philadelphia. They intend to travel 5,000 miles more before returning to Omaha.

FOUND ROADS DANGEROUS

A party consisting of William C. Billman, Charles E. Leippe, Thomas B. Illig, Harry M. Albright and Harry B. Schwartz, recently

made a trip from Reading, Pa., to Danville, Pa., in an Acme car in order to get in the latter town in time to attend a meeting of capitalists interested in the Bloomsburg Electric Railway. The trip was fairly pleasant excepting for storms which at times made the roads dangerously slippery. Some mountainous roads were met on the way but were easily climbed.

NEW ENGLAND TOURING

W. C. Walker, assistant manager of the Pope Mfg. Co., of Hartford, Conn.; M. Renshaw, and two other gentlemen recently made a trip through Connecticut, Massachusetts and the eastern part of Maine in a Pope car, covering more than 1,000 miles. Speaking about the long journey Mr. Walker said: "It was a most enjoyable trip and we had no machine accidents, but a few punctures which were quickly repaired. Through the state of Maine the accommodations for automobilists are very good, as supplies can be had at all the villages along the route and it is practically impossible to get hung up on the road. In the extreme eastern part of the state, some 30 to 40 miles from the railroads, the roads are fine, although quite hilly. A great advantage for the traveler in the state is the fact that there are sign boards along the roads, which point the way and show the distance from one locality to another. This saves time and does away with questioning people along the roads which sometimes results in getting you on the wrong roads. We passed through some sections of the state where an automobile had never been seen and ours created much interest. Anyone contemplating an automobile tour will find our trip a pleasant one, and this is the route: Leaving Hartford at 6 a. m. by way of Springfield, Palmer, Worcester, Farmingham and Wellesley, lunch may be taken in Boston at noon. From Boston take the roads by way of Lynn, Salem, Ipswich and Newburyport, where the old Wolfe tavern affords good accommodations. These roads are excellent. Leaving Newburyport, the tourist will find the roads good from Salisbury and Hampton to Portsmouth, following the shore road to York, Welles Beach, Kennebunk and Biddeford to Portland. There are hills on the road from Biddeford to Portland, but the roads may be called fairly good and most of the hills may be taken on high speed. Leaving Portland, the tourist will find the roads well sign-boarded through Yarmouth and Brunswick to Bath, where it is necessary to take the ferry across the river. He will then have a pretty ride of 9 miles to Wiscasset, and then all the roads are good through Damariscotta, Waldoboro and Thomaston to Rockland. From that point the roads are also good to Rockport and Camden, which is one of the prettiest spots along the shore, and where there are quite a number of Hartford people summering. From Camden go to Belfast, and then there is a good shore road all the way to Bangor. Crossing the river on the ferry at Ellsworth, the tourist can go in a southerly direction towards Blue Hill, where the scenery is grand and the roads excellent for automobiling. Along this end toward Brookline the roads improve, the accommodations are good and the facilities for sailing and deep sea fishing are as good as can be found anywhere along the coast. A few days' sail through the bays around Mt. Desert Island adds to this interesting and enjoyable trip, for the accommodations are first-class in every respect.



AFFAIRS OF THE CLUBMEN



AN IRISH CLUB ON A COUNTRY RUN

Arranging a Meet—Members of the San Diego and Coronado Automobile Club, of San Diego, Cal., are arranging a race meet to be held this month on the Coronado race track.

Will "Follow the Light"—Preliminary steps have been taken for the organization of an automobile club in Oshkosh, Wis. A committee was recently named to study the constitution and by-laws of other clubs and prepare a set of regulations.

Reached Limit—At its meeting August 4, the Chicago Automobile Club admitted fourteen new members and at the meeting held two weeks later, nineteen were admitted. The membership of the club has now reached the 400 mark, which was the original limit in view, but it was decided to vote an amendment allowing to increase the membership to 500, and the 1,000 mark may yet come.

After Offenders—The Automobile Club of Pittsburg is taking a very aggressive stand against all violators of the city ordinances or club rules. In every case where a collision has occurred or fast drivers have been seized the club has co-operated with the police and city authorities in bringing the offenders to justice. This has won for the club hundreds of friends and is making automobiling more popular in the city than ever. Recently the club has offered a reward of \$50 for the apprehension of any one throwing stones or sticks at the cars on Grant boulevard. This driveway, while runs alongside a steep bluff overlooking the Pennsylvania railroad, is a favorite route to the East End from downtown and hundreds of vehicles are seen on it every day. Small boys and thugs have caused considerable trouble by getting on the top of the bluff 50 feet or more above the boulevard and hurling large rocks and other missiles at or in front of the automobiles. The club has also a standing offer of \$5 for the apprehension of any defacing or tampering with the automobiles standing on the streets. In the downtown streets especially the pranks of newboys and others have caused no little expense and trouble to the motorists and this rule has been very effectual in breaking up the practice of "monkeying."

Iowans Hold Run—The Davenport Automobile Club, of Davenport, Ia., made a run to Joslin last week, in which ten cars with two score motorists took part.

Meet in Chicago—The racing committee of the Chicago Automobile Club, consisting of Jerome A. Ellis, John E. Fry and F. C. Donald, is preparing a program for a race meet to be held in September.

Limited?—The Hartford Automobile Club, of Hartford, Conn., has been incorporated. The incorporators are: J. Howard Morse, Leonard D. Fisk, A. W. Gilbert, Frederick S. Belden, W. P. Plympton and Thomas W. Hooker.

Chicago's Notion Popular—The Colorado Automobile Club, of Denver, Col., does not like the idea of the city fathers of having automobiles licensed and the members of the club intend to fight the ordinance to that effect if it is finally passed. Local owners and dealers hold about the same opinion concerning the licensing question as the members of the Chicago Automobile Club and claim that a test case would very likely be decided in their favor.

Over a Stony Course—In a recent issue of MOTOR AGE, a note concerning a club run of the Pittsburg Automobile Club, of Pittsburg, to Greensburg, Pa., stated by mistake that the distance between the two localities was 22 miles and had been covered in 2 hours. The correct distance is 34 miles making the time good in consideration of the very bad roads. A. L. Bunker and W. L. Dixon made the fastest run, negotiating the return trip in 1 hour 50 minutes.

Slow to Accept—The Automobile Club of Syracuse seems to be a little slow about accepting the offer of the proprietor of the Hilltop house at Pompey of a suitable prize to be awarded to the owner of the automobile that makes the fastest time from Jamesville to Pompey, including the ascent of the great Pompey hill. It is a gradual ascent all the way and would prove a veritable hill-climbing contest. Nearly all of the automobilists here are anxious for the contest and it is up to the automobile club to take some action on the generous offer.

Rockford Wants Meet—Members of the Rockford Automobile Club, of Rockford, Ill., met last week and decided to try and arrange a race meet, to be held during the latter part of September.

Issued a Warning—The Automobile Club of Philadelphia has issued an appeal to its members to be more careful in observing the existing ordinances in the Quaker city and in the neighboring villages. Citizens of Radnor and Lower Merion have complained repeatedly within the last few weeks that motorists from the metropolis of Pennsylvania are driving through their streets at such speed that women and children are scared to cross the highways.

Asked for Sanction—The Rhode Island Automobile Club race committee held a meeting this week and drew up a blank entry form for the meet which will be held Sept. 10, and this blank form was sent on to the American Automobile Association for its approval. The work of engaging machines for the big event has been going on and as soon as the entry blanks are sent out there will undoubtedly be entries filed from some of the best known riders in the country.

Going on Boat—The Chicago Automobile Club having been invited by the Grand Rapids Automobile Club, of Grand Rapids, Mich., to visit it, Chairman Frank X. Mudd, of the runs and tours committee, has arranged for a run to the Michigan city, to take place September 9, the Chicago contingent to be entertained September 10 and 11. A rate of \$5 has been made by the steamship company for each automobile from Chicago to Holland, Mich., where the members of the Grand Rapids club will meet the visitors. Cars may be shipped Thursday night or Friday morning.

Formed at Last—After a dozen abortive efforts, strung through the last 4 years, Nashville, Tenn., enthusiasts have at last succeeded in forming an automobile club. The name chosen is the Nashville Automobile Association and the following officers were elected: George M. Ingram, president; Dr. Charles Brower, vice-president; J. C. Symmes, temporary secretary and treasurer; Leland Hume, Thomas J. Tyne, Dr. Charles Brower, E. C. Andrews, John Chester, John T. Landis and George Ingram directors. The association will at once apply for a charter and a meeting will be held soon to complete the organization and to adopt a constitution and by-laws. The initiation fee was set at \$10 and the dues will be decided upon at the next meeting of the association. A committee was appointed to consider the advisability of securing a garage for the club and it is likely that some centrally located building will be leased and fitted up for the use of the members. In addition to arranging for social features and promoting club runs the association will have for its object the prevention of the enactment of any hostile legislation, the establishment of gasoline stations in the nearby towns where exorbitant prices are charged, and the adoption of rules which will prevent reckless running by the members. At the present time the people of rural Tennessee are hostile to the automobiles and it is feared that some very stringent laws will be passed by the next legislature.

At the next meeting of the club it seems likely that the permanent organization will be effected, club rooms secured and a permanent secretary and treasurer, at a good salary, chosen.

OLDS STARTS NEW WORKS

Million-Dollar Concern will Immediately Build Immense Factory at Lansing, Michigan

Lansing, Mich., Aug. 20—Within a few months Lansing will claim the largest and best equipped automobile factory in the world. The new concern, which was formed this week, under the name of the R. E. Olds Co., will be located in an immense plant which, it is expected by the officers, will be ready by the first of next year.

Rumors had been going around town for quite a while that an automobile factory would probably be located here, but nothing definite was given out and as a matter of fact the new organization was made final within comparatively few hours. The entire capital, or the bagatelle of \$1,000,000, was subscribed by Lansing residents and there was a scramble to secure stock. Ransom E. Olds is at the head of the company and at the same time the heaviest stockholder.

Until a site for a factory has been bought and the buildings erected the company will use the premises of the old Lansing Pure Food Co. as headquarters. From 900 to 1,000 will be employed at the new factory, which will manufacture touring cars and possibly commercial vehicles. The car will be known as the Reo-Car—after the name of its maker, and will be ready for the market probably before the shows.

The officers and stockholders of the R. E. Olds Co. are: President, R. E. Olds; vice-president, Reuben Shettler; secretary-treasurer, Edward F. Peer; stockholders, Mayor Hugh Lyons, Elgin Mifflin, Charles P. Downey, James J. Baird, B. F. Davis, E. S. Porter, W. H. Porter, Lawrence Price and J. Edward Roe.

Ransom E. Olds is one of the pioneer automobile builders of the world. His father had a machine shop in this town and the son was always much interested in mechanics, one of his greatest pleasures being to watch things going in his father's shop. Nineteen years ago young Olds bought a half interest in his father's place of business with the \$1,100 which constituted the young man's fortune at the time. In 1887, 2 years after having made the deal, the first steam automobile built by R. E. Olds was finished and was used for experimental purpose, gasoline being used as fuel. It was not until 1895, however, that the first gasoline car made by Olds was placed on the market. The Olds Motor Works was formed in 1900 and R. E. Olds became the general manager. He had also been its president and vice-president. January 1 of this year he retired from the concern and made an extensive trip through the west. Several times eastern as well as western capitalists tried to induce him to start a new automobile concern, but it was only recently that he again decided to enter the manufacturing field.

Vice-President Reuben Shettler came to Lansing about 14 years ago, and is one of its most prominent citizens. He is a jobber in machinery and has always been an enthusiastic motorist. He was one of the first to purchase an automobile, and it is claimed he has traveled more than 50,000 miles in one. He comes from Los Angeles, Cal., and introduced the first Oldsmobile in that town.

Edward F. Peer, the secretary-treasurer, also comes from Los Angeles and has been a Langer since 1900. He was private secretary for R. Shettler and of late was the Michigan

manager of the Huber Mfg. Co. He is well known among automobileists and has also been an automobile enthusiast since cars made their first appearance on the market.

To say that the people of Lansing feel proud at the fact that the new concern is going to be located here, after the many offers made in the east is putting it mild. Everybody rejoices at the growth the city will take. The question of housing the army of workingmen and their families is a rather burning one, as there are none too many houses for rent. It is quite sure that it will be necessary to start at once and build a large number of new houses.

MAINTENANCE OF ROADS

Washington, D. C., Aug. 20—One of the government's road experts has just given the MOTOR AGE man some simple rules for the preservation of the roads of the country and they are well worth reading by all who are interested in this topic. In his opinion, forcibly expressed, the bad roads of the United States are a blight, a curse, a disgrace, and all patriotic and progressive citizens should make a grand united effort to wipe them out and put our nation on a level with the advanced nations of Europe in the matter of roads.

"The most important thing in the building of roads is to lessen or prevent the ravages of water, for among the elements and forces of nature water is the greatest enemy of good roads," said the expert. "While this fact is quite apparent to all, it is astounding that no feature of the work is so neglected as this. Many local road supervisors seem to give no consideration to the question of drainage, and the result is a regular mud blockade during several months of the year.

"The following are a few simple rules the observance of which would go far toward bettering the roads of this country: The road should be so located and constructed as to avoid steep grades, down which the water rushes during heavy rains, tearing up and washing away the road material. The foundation of the road should be thoroughly drained by open side ditches, which will carry off the water, and, where necessary, the drains should be laid in the foundation itself. The surface of the road should be hard and smooth, and have sufficient slope toward the sides to shed the surface water. Ruts and holes on the surface of the finished road should be filled as fast as made, so that no water can lie on the surface to be worked up into mud.

"These rules are simple and easy to follow, and anyone who gives any serious thought to the matter can see the wisdom of following them. Still they are almost universally ignored, as the condition of our roads abundantly proves. What this country needs is a radical change, a new era in road building. The people have been moving in ruts in more senses than one, and if each local community is left to work out the road problem alone, all will continue to move in the same ruts, and every year millions of dollars will be thrown into the mud, to say nothing of the losses resulting from the use of bad roads. The wonderful development of the automobile industry within the past 2 or 3 years is working wonders for good roads and I look for the automobile people, backed up by the automobile press, to accomplish more in the way of awakening public sentiment to the need of better roads within the next year or two than has been accomplished in the past decade."

RIVALS TRACTION LINES

Pittsburg Automobile Bus Concern Doing Business Which Shows Constant Increase

Pittsburg, Pa., Aug. 22—The traction companies of Pittsburg may have quite a formidable rival in a few years in the form of the auto traffic lines, the first of which has lately been established. When the motor bus system of transportation was proposed in Pittsburg it was hooted at and few thought it could be made to pay. It is too early to predict with certainty the result of the venture from a financial standpoint, but the success so far attained furnished a valuable lesson in new methods of transportation and incidentally new methods of making the traction magnates come to time.

Nearly a month ago the Auto Traffic Co. of Pennsylvania started its line of buses on the old Butler plank road running from Etna, a suburb of Pittsburg to Allison park. The distance is 3.5 miles and the fare is 20 cents a trip. Three buses are now in operation and the new method of riding over the hills is so popular with the country people and the mill hands coming to the city and the pleasure goers bent on excursions to the park and surrounding places of interest that each bus is earning on an average \$125 a week. Another bus will be put on the line next week.

Encouraged by the quick transportation which the line affords the people of Bakers-town to the number of 100 have petitioned the Auto Traffic Co. to extend its service from Allison park to Bakerstown, a distance of 7 miles. Sharpsburg residents are also clamoring for the company to run its buses from Etna to the end of the Sharpsburg street car line, about 240 rods. This would connect the towns and give Sharpsburg the advantage of two steam and two electric lines. The people of Hoboken, another suburb up the Allegheny river, also want a connection with the bus line at Aspinwall as there is no street car line between these two points. The distance is 3 miles and the scenery along the Allegheny river is fine, as it is directly opposite Highland park in Pittsburg. If satisfactory arrangements can be made the automobile company will make these connections this fall. It has also ordered buses and proposes to establish one or more cross town lines to afford a service which is much needed especially in the east end, where the street car company gives no transfers.

The Auto Traffic Co. has a unique way of operating. It aims to touch one class of towns especially, those whose business is not sufficient to draw outside capital in the form of a street car line. To these towns it makes the following proposition: That the citizens shall purchase stock in the company to a sufficient amount to equal the cost of the vehicles needed to operate the line. The company furnishes skilled operatives and makes a comparatively low rate for carrying passengers. If at any time the business does not seem to warrant the line running longer in the opinion of the officers of the company instead of removing the line to the detriment of the citizens they are given the chance to turn back their stock into the company, buy the vehicles at no extra cost and operate the line themselves.



MOTOR OVERHEATING

Purvis, Miss.—Editor MOTOR AGE—I have a double opposed motor of $3\frac{1}{4}$ by 4-inch bore and stroke on my automobile. It becomes over-heated badly. The water tank is composed of fifty 1-inch brass tubes and I have added a twelve-tube radiator and a new pump and still the machine will not run over a mile without becoming too hot and evaporates a gallon of water in this distance. The tank holds 6 gallons of water. I travel 15 miles an hour. Our roads are very sandy and there are a few steep hills. Can you suggest a remedy?—J. W. WOODWARD.

There is no reason why the motor should not be cooled perfectly. Test the water circulating system to see if it is not clogged. Be sure that the pin driving the pump has not sheered. Perhaps the pump is not working. These two things would be most likely to produce such a chronic condition. Other possible heating causes are running the car with a wide throttle and retarded spark instead of in the reverse way. Use plenty of cylinder lubricating oil and see that the pistons are not binding. Look over all the motor, transmission and rear axle bearings to see that there is no bind. The brake shoes or clutch bands dragging will cause overheating rapidly.

TWO-CYLINDER WIRING

Akron, O.—Editor MOTOR AGE—The accompanying sketch (Fig. 1) is one which was sent with a two-cylinder engine using jump spark ignition. I did not consider it very explicit, as there were no directions to supplement the sketch. I found a way to wire the engine, but it was necessary to carry the intensified current through the commutator, which in this vehicle was objectionable, as the framework of the carriage came in close proximity to the binding posts. Is it common practice to carry the high-tension current through the commutator? In the sketch where should the wire marked "insulated" be connected?—G. G. C.

The sketch shows two cam elevations in such a location as to be inoperative. It is not

stated whether the cylinders are opposed or on the same side of the crank shaft. If double opposed the breaker should be connected as in the second sketch—Fig. 2—with one cam projection if it is attached to the crank shaft, and with two—diametrically opposite—if it is connected to the cam shaft. The sketch submitted—Fig. 1—shows a three-terminal coil. This cannot be used on a double-cylinder motor, as only one cylinder will fire. If connected as in Fig. 2 both motors will be fired by a single coil. The secondary current should not be carried through a circuit breaker of this type.

MOTOR LUBRICATION

Baltimore, Md.—Editor MOTOR AGE—Can the differential gear on a rear axle be run equally well in either direction? What is the best lubricating oil to use for the cylinder and piston of a gasoline engine? How many drops per minute should be fed a 5 by 6-inch single cylinder motor?—F. L. L.

A feed of 40 drops per minute to each crank shaft bearing and each cylinder will give plenty of oil. In case the exhaust contains a bluish smoke cut down the cylinder feed until this disappears. The effect of using an oil over and over would vary with the constituents. Using the oil twice, after carefully filtering, certainly would do no harm to the machine, but it would not be advisable to carry it any further, as in all probability the lubricating qualities will be gone. There are several good oils on the market made especially for this purpose, and which may be obtained from oil supply houses.

A differential gear is so constructed that the direction of rotation has no effect upon its action.

IN AUSTRALIA

Melbourne, Australia—Editor MOTOR AGE—I have just returned from a trip to Sydney and was much surprised to notice the few motor cars in use in the great New South Wales metropolis, as compared with the number of cars which are being used in this city. The few vehicles that are there are seldom

seen in the city but generally confine themselves to traveling outside the city boundary; whereas in Melbourne one sees them everywhere. All the Flinders Lane travelers have them, and there are also automobile messenger cars and parcel delivery wagons, while a great many doctors also use automobiles, finding them cheaper, quicker, cleaner and more adaptable in every way than horses, which is saying a lot. Motor cars are also being used in place of buses for cross-country work, seeming to be suited to the work and cutting the time to railway train time when roads are good. There are also a couple of motor-boats here. There is a good business to be done here and in Sydney next summer. We have not reached as far as motor-plows yet, but they will come later on, I am sure.—ARTHUR DORMAN.

HARDENING SMALL PARTS

Omaha, Neb.—Editor MOTOR AGE—I will greatly appreciate any information you can give me for a method of hardening steel. The make and break device on my car is worn out. I have made new one but do not know how to harden the parts.—N. H. S.

The simplest method will be to case harden with prussiate of potash. This can be purchased of any druggist. Crush the potash to a fine powder and after heating the piece to a red heat apply the potash with a scoop, spreading thoroughly. The piece must not cool very much during the process as the hardening is caused by the carbon which is freed from the prussiate of potash by heat, and which forms a steel shell around the piece. When the prussiate has melted dip the piece in cold water. The surface will be found so hard that a file will not touch it.

VALVE SIZE AND LIFT

Penn's Grove, N. J.—Editor MOTOR AGE—Please inform me what is the correct size and lift of valves and size of compression space for a three-cylinder motor of $4\frac{1}{4}$ by 6-inch bore and stroke to run at 450 or 500 revolutions per minute. Is a fly wheel 18 inches in diameter and with a rim 4 inches thick and of 4-inch face heavy enough for this motor. What horsepower should the engine develop?—V. S. H.

For a three-cylinder, four-cycle motor $4\frac{1}{4}$ by 6 inches, running at 450 revolutions per minute, use exhaust and inlet valves $1\frac{1}{4}$ inches in diameter. This will be large for the inlet but will make the valves duplicates. The valves should lift 7-16-inch. Have the inlet

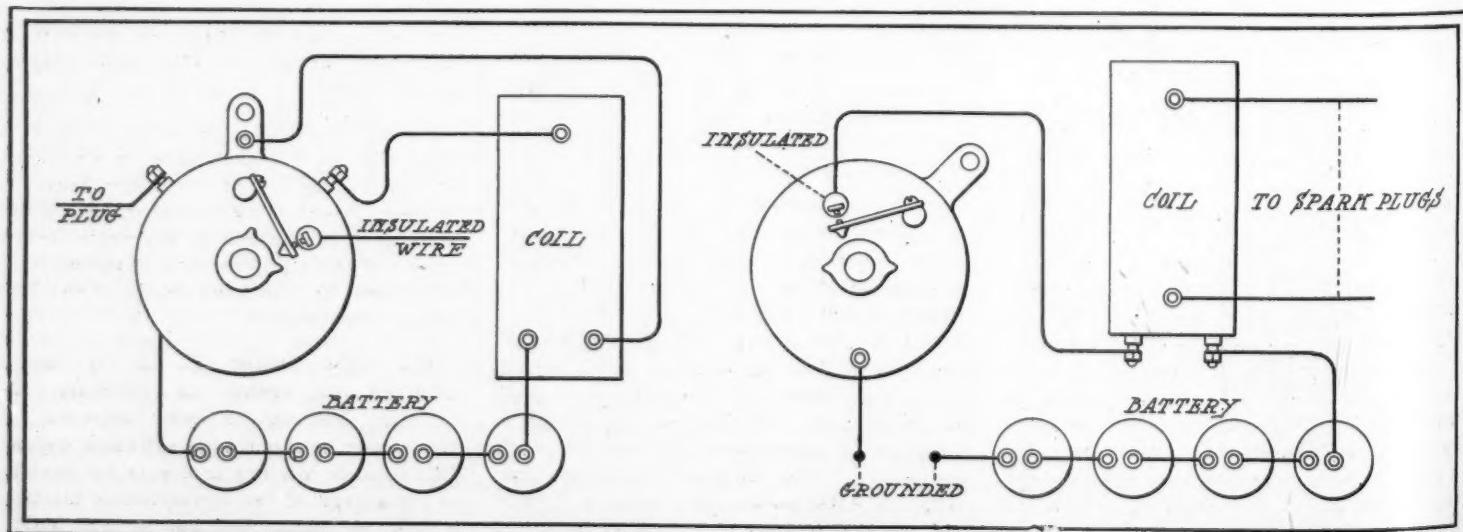


FIG. 1.

WIRING TWO-CYLINDER MOTOR

FIG. 2.

mechanically operated. This motor should develop $5\frac{1}{2}$ horsepower per cylinder at 500 revolutions per minute, and there is no reason why it should not turn up 1,000 revolutions with a corresponding power increase. The flywheel will do very well, although it would be advisable to put on one 22 inches in diameter, of 4-inch rim width and $2\frac{1}{4}$ -inch depth.

LIGHT WEIGHT CARS

Reading, Pa.—Editor MOTOR AGE—Your issue of August 11 brings out quite plainly some facts that most people refuse to learn. The Frenchmen build automobiles to run on perfect roads with a hard surface and few hills. American roads, however, are not this kind and it is to be hoped the experience of the St. Louis tourists with a little Illinois mud will awaken the manufacturers, and through them, the buying public, and cause it to consider, before buying, the difficulties found in America and not in France and cause them to select cars of a design suitable for America as well as for France. There is much food for thought in the statement: "Some of the light cars found the bad going a decided advantage. Almost all of the big cars had trouble of some sort." The American horse driver long ago learned the advantage of the American light buggy on American rough roads, over the heavy, lumbering foreign contraption; and, in due time, the American automobile user will learn the same lesson. Benjamin Franklin tells us of a class of people

who will not learn except in the school kept by Experience, which, he also assures us, is a dear one. To this class the sermon contained in the above statement will not appeal; but, fortunately, all progressive people, like motorists, are not in that class, so the demand for light weight, large wheels, long springs and a construction suited to bad roads is sure to grow.

Not only should the weight be light but it should be in the right place, and locomotive builders or trolley car makers will tell us that the right place is over the driving wheels. Traction is such a necessary thing that it is certainly foolish to put weight anywhere else except just enough on the front wheels to insure steering. Your report expresses the situation fully and correctly: "When a car was ditched, it was almost impossible to make it move for lack of traction and men dismounted to push. In one instance the MOTOR AGE car having taken what was supposed to be the wrong road, turned around and the rear wheels skidded; traction was lost. It was impossible to pry the car out. Passing farmers gave no assistance. Finally Glidden came along and the added forces extricated the car. Other cars had similar experiences. Cars ran in small bunches to be ready to lend assistance." It must be a vastly pleasing thought to a prospective buyer that when he is caught in a summer shower, Glidden may not come along and he may not have tied himself to the apron strings of another tourist and so may not be

able to get out. With a light rig, lots of power and suitable design, such happenings ought to be impossible. The tour will undoubtedly be of much value to the buying public if they will but carefully consider the important facts shown by it.—CHARLES E. DURYEA.

AIR-COOLED MOTOR

Navasota, Tex.—Editor MOTOR AGE—I am making a light automobile and want to use four 3-inch air-cooled cylinders under the seat, the motor to run at 700 revolutions. Will there be enough air to keep them cool if I leave an opening at the bottom, so as to catch the breeze when going, or will I have to use a fan. What will be the best way to arrange a fan? How is the Knox motor kept cool? —CHARLES AHRENBECK.

Placing the motor under the seat will not keep it sufficiently cool without the aid of forced circulation. If placed in this position make a sheet metal cover under the bottom, with an opening in front and one in the rear. Then place a fan at the back of the motor and drive it from the crank shaft by a belt. Use an 18-inch fan and have the speed ratio from its shaft to that of the crank shaft two to one, so as to double the fan speed. The Knox car has a fan system. The circulation of the air itself would probably do when the car is going at high speed but would not care for the cooling at low speed or when the motor is running idle in the frame.

GOSSIP OF THE GARAGES

Pretty Good—One Chicago garage and renting establishment reports having paid for four touring cars and laid by \$2,000 as a result of the renting business up to date.

Like Broadway—The Haynes-Apperson Co. will establish a branch in New York. It will be located at 1713 Broadway, between Fifty-fourth and Fifty-fifth streets. F. S. Carrie will be the manager. Frank Nutt will also make his headquarters there.

Dissolved Partnership—The partnership which existed between E. F. W. Stellhorn and F. S. Titus, under the firm name of Marion Automobile Co., Marion, Ind., has been dissolved, the former retiring. The business will be continued by F. S. Titus, who assumes all obligations outstanding against the firm and will receive payment of claims in favor of the company.

Business Growing—M. C. Blackman, formerly manager of the old Syracuse Automobile Co., at 346 South Warren street, Syracuse, N. Y., and who up to August 1 had been selling Cadillac machines for W. H. Bissell in South State street, is now operating a garage at the old Syracuse plant. He started in business with 20 storage machines and has gradually increased this number until it becomes necessary for him to increase his facilities. He is carrying a complete line of automobile sundries. He will do a general storage and repair business. Richard E. Kolbe's automobile livery is operated in connection with the business, Mr. Kolbe giving his entire attention to the livery, which he has improved by adding a 20-horsepower Winton car. Mr. Kolbe has just returned from a several days' trip in this car to Port Ontario, Selkirk and Henderson Harbor on Lake Ontario, returning by way of Oswego.

Thomas in Frisco—The Mobile Carriage Co., of San Francisco, Cal., has taken the agency for the Thomas touring cars.

New Texas Concern—The Auto Supply and Machinery Co. was formed in Houston, Tex., a few days ago. The new concern intends to do a general automobile business and has taken the agency for Cadillac cars. Harvey T. D. Wilson is the president and E. J. Russell the vice-president.

Winton London Branch—The Winton touring cars having met with success abroad, the Winton Motor Carriage Co., of Cleveland, O., recently made arrangements to open a branch store in London, England. C. L. Buck, formerly with an English concern, has charge of the store, which is located at 48 Holborn viaduct.

Chooses an Italian—Hollander & Tangeman, of New York, report the sale of one of the 90-horsepower Fiat racers to William Wallace, of Boston. He may race it in the Vanderbilt cup race and at Ormond. Hollander & Tangeman are negotiating with another well known driver of fast automobiles for a duplicate of Mr. Wallace's machine.

Garage in Melbourne—The Knowles Automobile and Motor Car Co., Melbourne, Victoria, Australia, recently opened a new store and garage which is considered among the largest on the Australian continent. It occupies floor space of about 75 by 150 feet and has an up-to-date repair shop. There is room for a large number of cars and the company has established a weekly school for special instruction to apprentices on technical work and driving. The company handles the Darracq and Aster motor cars, made in France, and are said to have a very large trade. It may add an American product to its line.

More Storage Room—The Automobile Repair, at 65 Kossuth street, Bridgeport, Conn., is adding a large room to its shop and the additional space will be used to store motor cars.

Gets in Line—The Lucia Cycle Co., of Green Bay, Wis., one of the best known concerns in Wisconsin, has decided to handle automobiles. They will not give up the bicycle end.

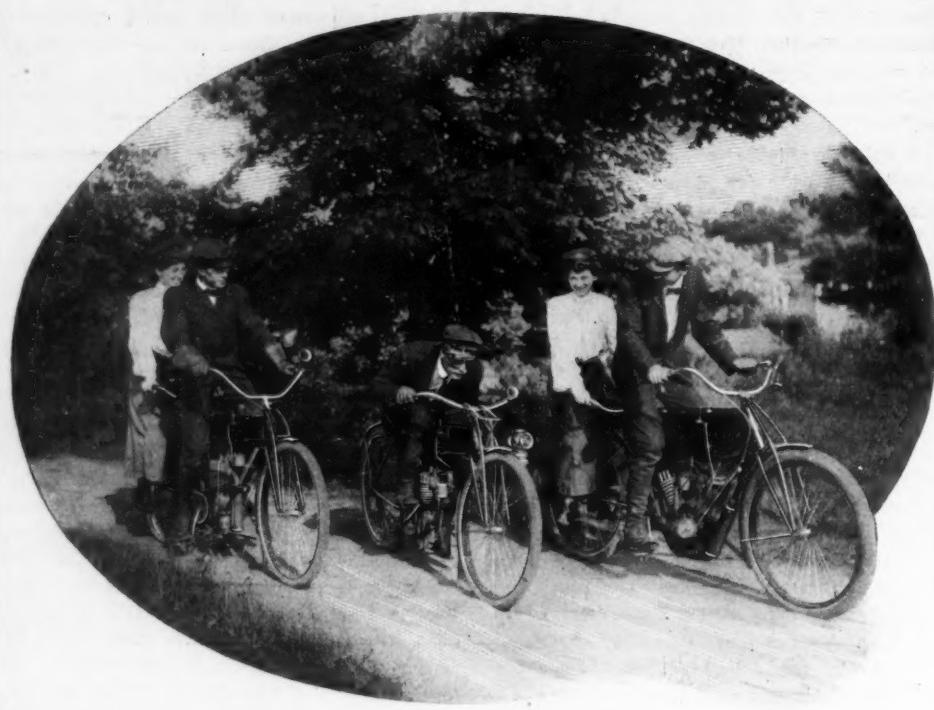
Good Business—From San Francisco, Cal., comes the report that the Pope-Toledo Touring Car Co., of that city, has sold, thus far this season, thirty-seven four-cylinder touring cars in the state of California.

Fire at Joliet—Fire Damaged the Joliet Automobile & Garage Co., in Joliet, Ill., last week. The damage might have been very heavy if some motorists who happened to be in the garage had not helped get out the several motor cars which were within the premises. The fire broke out at noon from some unknown source.

Pope Changes—W. J. Foss, manager of the Pope Mfg. Co.'s branch house in Providence, R. I., will take care of the Boston branch, in the same capacity, within a short time. Archie E. Hughes, who has been 9 years in the bicycle and automobile trade in Syracuse, N. Y., and Toledo, O., will have charge of the Providence establishment.

Will Build Garage—W. L. Fry has established an agency in Pittsburg, Pa., for the Reliance, a side entrance, 16-horsepower machine with cylinders opposed. This summer Mr. Fry is storing his machines in the garage of the Pennsylvania Electrical & Railroad Supply Co., but he will build a garage of his own next year.

FROM THE FOUR WINDS



FOR PLEASURE AND FOR SPEED

Not All In—Thus far only 686 automobiles have been registered with the secretary of the state of Iowa. It is claimed there are many thousands to be heard from yet.

Goes to Detroit—Burton Parker, until recently with the Hartford Rubber Works Co., of Hartford, Conn., has also joined the selling forces of a Detroit automobile manufacturing concern.

Good for Right Man—The R. E. Olds Co., of Lansing, Mich., the new company organized by Ransom E. Olds, is desirous of securing a first-class draftsman familiar with automobile design and automobile factory practice. This is a good opportunity for an enterprising, proficient man.

Fast Gait from Start—From Muskegon, Mich., comes the news that during the Labor day festivities there will be a marriage in an automobile. A car with a seating capacity of five persons will carry the bride and groom, the minister and two witnesses. After the car will be speeding at near a mile-a-minute, the ceremony will begin. Local merchants will donate several hundred dollars worth of household goods to the couple.

Much Sought Cup—At many of the big race meets the race for the Diamond cup given by the Diamond Rubber Co., of Akron, O., and which must be won three times to become the property of the winner, is one of the most interesting features of the program. This cup was first contested at Detroit, October 25, 1902, when it was won by Barney Oldfield, driving the Ford 999 the prescribed 5 miles in 5:28. At the Cleveland race meet, September 5, 1903, the cup was again won by Oldfield, driving Winton Bullet II; time 5:25 3-5. At the Detroit meet, September 9, 1903, Tom Cooper, driving 999, won the cup; time 5:32 3-5. At Brighton Beach, November 2, 1903, the cup was won by F. A. LaRoche in a Darracq; time 6:03 3-5. Barney Oldfield, driving the Peerless Green Dragon, won the

cup at the Buffalo races, August 13, 1904; time 5:10. At Cleveland August 22, 1904, it was won by H. H. Lytle in a Pope-Toledo; time, 5:34.

Meet for Bryanville—Dealers and owners of motor cars in Lincoln, Neb., are planning to hold a race meet at the state fair on Labor day. There are about fifty automobiles in the town.

Like Jersey Roads—According to the records of the licensing department of the New Jersey secretary of state, 6,997 automobiles have been licensed under the automobile law. A very large number of the licenses are issued to motorists from New York and Pennsylvania, who, according to the secretary of state, declare that the roads in New Jersey are among the finest in the world. This is particularly the case with the roads in the northern part of the state. According to the official more than 75 per cent of the cars registered are touring vehicles, while last year the proportion of runabouts was much greater than that of the touring cars.

Scheme Worked Well—W. R. Mason, a member of the Chicago Automobile Club, has a plan of his own to overcome the unfriendly feeling of youthful stone and mud throwers. He travels quite often on the west side of the city and a few days ago while near Washington boulevard and May street, was met by a volley of stones and other missiles, thrown by boys, not over 12 years old. He stopped his car and, turning towards the boys who had begun to run in every direction, yelled, "Come, boys, and have a ride." The boys did not care for the free ride and one of them even went so far as to yell back: "You're all right, but we know where the police station is. Thanks for the invitation." Mr. Mason continued to talk to the boys, telling them again and again that he would not take them to the police station. Finally one boy had the nerve to come to Mason and was promptly

followed by another and then the bunch. Some of them took seats in the car and a number of little girls who had been good were also given free rides. When they came back to the starting point there were cheers for Mr. Mason.

Entertaining Officials—The city officials of Rock Island, Ill., have offered the use of five motor cars free of charge for their transportation in the Labor day parade. Each car will be provided with an experienced driver.

French Figures—In 1903 the French government drew taxes from 19,816 motor cycles valued at \$2,774,240; 14,340 big motor cars valued at \$28,680,000; 5,546 small cars valued at \$5,546,000; 1,310,233 bicycles valued at \$45,858,151. The taxes the government thus derived amounted to \$1,300,000 for cycles \$350,000 for automobiles; \$50,000 for motor cycles. The increase of motor cars that are taxed, since 1899, shows 1,089 per cent and 76 per cent increase in motor cycles, over those in 1900.

Wasson Was O. K.—W. L. Wasson, of Lincoln, Ill., proprietor of the Wasson Co., which conducts a garage at Lincoln, says that the statement recently in MOTOR AGE to the effect that the "confetti man broke down" on the St. Louis tour, between Bloomington and Springfield, Ill., was not correct. Mr. Wasson drove a Northern on this "stunt" and says he went through without a hitch, his only trouble having been the securing of proper confetti to lay for the benefit of the tourists. A thousand pardons, Mr. Wasson!

Passenger Cars Wanted—The W. K. Henderson Iron Works & Supply Co., Ltd., of Shreveport, La., wishes to communicate with manufacturers of passenger automobiles capable of seating fifteen to twenty persons. The company says that it will probably be able to sell several in Shreveport. B. H. Kamp, of Mt. Carmel, Ill., is also on the lookout for passenger automobiles. He says a company is being formed to run an automobile passenger service between Mt. Carmel and a pleasure resort a few miles from the town.

Good Man for Packard—L. W. Conkling, a pioneer bicycle rider, one of the first dozen to ride a bicycle in Chicago, an ex-racing man of fame in the old days, charter member of the Chicago Cycling Club, and long associated with the bicycle trade, having occupied important positions with A. G. Spalding & Bro., the St. Louis Refrigerator & Wooden Gutters Co., maker of the erstwhile aluminum bicycle, and more recently with the National Sewing Machine Co., of Belvidere, Ill., has become associated with the Packard Motor Car Co., as assistant to Sales Manager Waldon.

Consistent Going—An examination of the 25-mile record made last week at Buffalo by Charles Schmidt on the Packard Gray Wolf showed that the extreme variation between the fastest mile and the slowest of the entire 25 miles was but 2 3-5 seconds; the extreme variation in time between any of the various groups of 5 miles was but 5 1-5 seconds, while from 16 to 20 miles inclusive, the car ran five consecutive miles with a variation of but one-fifth of a second per mile, and from 13 to 23 miles inclusive the car ran 11 consecutive miles with an extreme variation of but 2 seconds per mile. Also the variation between the first mile and the last mile was but three-fifths of a second. The run was a good demonstration of consistency.

In Weather Service—Director J. R. Sage, of the Iowa crop and weather service, thinks that observations concerning the corn fields in Iowa can be better made in using an automobile than by sitting in a railroad car.

Big Gathering—One of the largest gatherings of automobiles in the west was at Tonka Bay hotel, Lake Minnetonka, Minn., Sunday afternoon, August 14, when seventy-six cars were gathered around the hotel at one time during the afternoon. More than 300 people comprised the automobile parties.

Blames Automobiles—A horseshoer of Quincy, Ill., when asked how trade was, said it was by no means what it used to be, as a great many horse owners also have motor cars, and instead of riding their horses morning, noon and evening, they use them in the morning and then drive their automobiles the rest of the day.

Farmer Blames Farmers—An Illinois farmer says that a great many drivers of horse-drawn vehicles are to be blamed for automobile accidents. One of their principal faults is that they do not carry lamps, or do not light them if carried, that they often drive on the wrong side of the highway and are unwilling to get out of the way when requested to do so. It is also a frequent occurrence that horsemen drive at record breaking speed and are often the cause of people getting frightened and hurt.

Expensive Luxury—This is the automobile bill of fare, according to an eastern journal, of the day's trip in Connecticut of Elliot Mead, who, it is claimed, is the son of a millionaire: Fine amounting to \$5, and costs to \$13, for exceeding the local speed limit; running over a dog, \$50; frightening a horse, thus causing two ladies to be thrown out of a buggy, on account of which they lost their pocket books, \$100; frightening two horses, causing a runaway and the smashing of two buggies, \$300. Thus it cost the young man about \$500 for less than 24 hours of actual motoring.

Over the Bridge—While enjoying an outing in an automobile at Worcester, Mass., Wednesday, with his wife and three children, E. M. Tolman of Syracuse, N. Y., lost control of his machine and it plunged over a bridge into a stream of water several feet below. Mr. Tolman was running the machine at a fair speed and his efforts to check it toward the bridge were unavailing. All of the occupants of the car were carried over the bridge into the water and narrowly escaped drowning. Mr. Tolman's daughter was pinioned under the machine after it turned over in the water and she was rescued only with difficulty. The machine was wrecked.

Motor Cycle Relay—The German Motor Cycle Association has decided to organize a relay race for the purpose of conveying a message of thanks to Prince Henry who recently accepted honorary membership in the association. The message will be taken from Stuttgart to Kiel by way of Heidelberg, Frankfurt-on-Main, Marburg, Bielefeld, Hanover, and Hamburg. The distance is nearly 530 miles, and has been divided into eight sections of about 65 miles each. Members of the club and motor cycle drivers employed by manufacturers may take part in the competition. The amateurs or club members may cover only one section, but the drivers of the manufacturing concerns must cover two sec-

tions. The latter may also change machines at section controls, but each manufacturer is entitled to only two machines from section to section. Motor cycles of more than 3 horsepower are barred.

Road Expenditures—Since 1800 the amount of \$258,000 has been spent by the state of New Hampshire in road improvement. Only \$23,000 was provided to 1875. From 1875 to 1890 \$47,000 was appropriated; in 1891, \$11,150; in 1902, \$47,100, and last year \$76,800.

Will Try Again—The Buffalo Automobile Racing Association is already arranging another race meet to be held in September on the Kenilworth track. The recent meeting was a great success and it is expected that the next one will be attended by a crowd twice as large if the prominent drivers take part in the races.

Women Seek Knowledge—It is reported that women motorists of Buffalo, N. Y., would like to join the automobile class of the Young Men's Christian Association. No provisions have yet been made for the admission of women at the courses. In other cities where the Y. M. C. A. gives automobile instructions it is likely that ladies will be admitted.

Enthusiastic Detroiters—One thousand licensed automobiles in Detroit, Mich. These are the official figures given out by the licensing department and show the wonderful development motoring is taking in the Michigan city. Within 3 months more than 300 motor cars have been licensed, and it is probable that there are a few score which have not yet complied with the state law. From a list of 304 cars published recently there were vehicles from forty-eight different manufacturers.

Racing with Cars—A favorite pastime with the automobilists of Syracuse, N. Y., who are fond of speeding on cool evenings, is to go over on the boulevard along the shore of Onondaga lake and measure speed with the cars on the Syracuse, Lakeside & Baldwinsville railroad. The cars get a good start descending the trestle over the central tracks and for a few hundred yards it takes a fast machine to make a respectable showing against the cars. After losing the momentum received in leaving the trestle, the automobiles invariably beat the cars to the home of the Syracuse Yacht Club.

Courted Trouble—The fight of eastern motorists against overcharges by turnpike companies continues. A few days ago William B. Littleton, of Hagerstown, Md., had trouble with the gatekeeper of the Funkstown pike, who wanted to charge 12 cents, one way, because Littleton's automobile was a two-seating vehicle. The automobilist offered to pay half of the charge asked, which would correspond to the charge made for a horse and buggy, but the gatekeeper refused the offer and locked the gate. Littleton then took out a hammer from his car and smashed the gate, continuing his journey. He said he had done the smashing purposely to see whether the

turnpike company will prosecute him. There is a general belief among motorists in the neighborhood that the turnpike company would be defeated in court.

Meet in September—The racing committee of the Canton Driving Park Association, of Canton, O., is contemplating holding a race meet during the first fortnight of September.

Oldfield to Retire—In an interview with a reporter from the Courier, of Evansville, Ind., Barney Oldfield said he would positively retire from the automobile racing game next spring. He will go to the Pacific coast within a few weeks and to Australia during next winter.

In an Accident—Syracuse, N. Y., motorists have just learned that Alfred R. Allen, Jr., of Colorado Springs, Col., was with W. O. Anthony in the latter's automobile when Mr. Anthony was killed near Breed, 10 miles north of Colorado Springs a week ago Sunday. Mr. Allen is a son of Alfred R. Allen, a Syracuse tailor.

Fine Crop in Georgia—According to the figures furnished by city officials, there are fifty-three automobiles owned by citizens and firms of Atlanta, Ga. This shows an increase of nearly 100 per cent over last year. According to the city ordinance all cars must be numbered and registered, the fee amounting to \$1. The numbers must be 3 inches high and 2 inches wide.

Switched to Automobiles—George H. Partridge, of Minneapolis, Minn., has entirely given up the use of his driving and carriage horses and has purchased automobiles to take their place. He received three electric vehicles and one large gasoline touring car a few days ago, all from the same manufacturer, the Electric Vehicle Co. The value of the four cars is \$13,100.

Scorcher Caught a Scorcher—Jerome A. Ellis, a director of the Chicago Automobile Club, received a letter of thanks from Captain Charles Bush, of the Lincoln park police force, for having helped in the capture of a scorcher who scared people in the park a few nights ago. A park policeman was taken into Ellis' car and the latter drove his rig fast enough to overtake the lawbreaker, who was fined \$50 when arraigned in court.

Made Motorist Settle—T. R. Petrie, Willis Hall and Mr. and Mrs. F. W. Miller of Herkimer, N. Y., were run into by an automobile on Tuesday evening near Herkimer. Both rigs were overturned and the occupants thrown out. The motorists refused to pay any damages and Mr. Petrie went to Utica and there found the motorist who said he was A. C. Pendleton of New Orleans, La., and after a summons had been served on him he settled.

Not Encouraging—In the bankruptcy proceedings brought against the Chicago Motor Vehicle Co., the referee, Frank L. Wean, submitted his decision to Judge Kohlsaat last week. He holds that the concern was insolvent at the time of the filing the original petition by the creditors, October 12, 1903. The liabilities aggregated \$212,000 and the assets \$150,000. Among the latter is the plant located in Harvey, near Chicago, covering 8 acres, and which is valued at \$42,500 while the patents of the concern are valued at \$22,000. Only \$913 was collected by the receiver in a year from bills due the company and which aggregate \$20,000.



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